

INTIMATIONS



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MOUTRIE'S.



DON'T FORGET

“HEATHER-DAY”

30TH NOVEMBER.

WHY SHOULD ONE DRINK

No. 10 WHISKY?

BECAUSE
“ONE OUGHT.”

DISTILLED BY JAS. WATSON & Co., Ltd.,
DUNDEE.

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SPORTS COATS

Made of a wool web material,
light in weight, smart in
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GOLF STOCKINGS

in all weights and various colours.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists,

16, DES VŒUX ROAD. TELEPHONE 28.

HONGKONG TIDE TABLE

From 28th November to 4th December, 1918.

Days of Week	Day of Month	HIGH WATER.			LOW WATER.		
		H'kong Time	Height	Mean Time	H'kong Time	Height	Mean Time
Tues.	28	10 21 a.m.	4.7	10 40	0.5	3.9	10 40
Wed.	29	11 31 a.m.	4.6	11 39	0.7	4.1	11 40
Thurs.	30	12 40 p.m.	4.6	12 48	1.0	4.5	12 49
Fri.	1	1 44 p.m.	4.6	1 53	1.3	4.8	1 54
Satur.	2	2 45 p.m.	4.9	2 54	1.6	5.1	2 55
Sun.	3	3 49 p.m.	5.2	3 58	1.9	5.4	3 59
Mon.	4	4 52 p.m.	5.6	5 01	2.2	5.8	5 02

HONGKONG METEOROLOGICAL

REGISTER.

Hongkong Observatory, November 27th

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 3 p.m.
Barometer	30.04	30.04	30.04
Thermometer	70	70	73
Humidity	68	65	63
Wind Direction	East	East	North
Force	4	2	3
Weather	—	—	—
Rain	—	—	—

Highest open-air Temperature on 26th 76
Lowest open-air Temperature on 27th 69

VOLUNTEERS FROM CHINA.

QUESTION OF HELPING MEN FROM THE EAST

Rapid progress is being made in organizing the assistance to be given to volunteers who have come over from the Far East to fight, writes the London correspondent of the N.C. Daily News. The full number of these of course will never be known, but about 400 have come home directly through the China Association and it is only to these that any attention can be paid, because neither the names nor the whereabouts of the others are known. The China Association has therefore just issued the following:

NOTICE.

China Association,
90, Cannon Street,
London, E.C.

The following matters are notified for the general information of the Far Eastern Contingents who have joined the army.

Return passages to China after the war.

The following is extracted from a letter from the War Office:

"13 China 330 (Q.M.G. 2).

June, 24th, 1918.

"I am commanded by the Army Council to inform you (in reply to your inquiry) that return passages will be provided for all discharged Warrant Officers, Non-Commissioned Officers, and Rank and File of the British Army, who proceeded from abroad, and enlisted on arrival in the United Kingdom during the present war. The right to such passage must be exercised within six months of discharge."

A Shanghai Wounded Soldiers Fund for the purpose of assisting men from Shanghai who joined the army and have since been wounded during the fighting, has been established in Shanghai, and a substantial sum of money remitted to the Secretary of the China Association in London to help those in need of it. Any man, therefore, who has been wounded and is in want of such assistance should communicate with the Secretary of the China Association at the above address, stating particulars of his case, when he will receive immediate attention.

FREIGHT MARKET.

Messrs. Snowman & Co., in their Freight Circular, dated Hongkong, 25th November, state:—

Business in the south has, since we last reported on 11th inst., been comparatively quiet, little time chartering having been arranged, mainly in consequence of Owners' ideas of rates being so very high. A fair number of trip charters have, however, been fixed and the market generally has, if anything, increased in tone.

SAIGON-HONGKONG.—Not much business has been done in this direction, since last we went to press, when the rate closed at 70 cents per picul. Two fixtures of regular steamers have, however, been made at latter rate, and a small outsider has also been fixed, for four consecutive trips, at 65 cents per picul. For the last week or so, no further business has been put through, although offers have been made of 67 and 70 cents. Just before going to press there is an indication in the market of the possibility of being able to obtain a regular counter at 75 cents per picul, but business at this rate has so far not eventuated. The local rice market has been somewhat dull but, during the last day or so, has revived slightly.

Exports of rice from Saigon from 1st January to 17th October amount to 803,385 tons, as compared with 702,550 tons for the same period last year. Quotation for No. 2 white round sifed rice stand at \$3.85 per picul f.o.b. for November-December shipment.

BANGKOK-HONGKONG.—Against 60-50 cents per picul for inside-outside the bar loading, respectively, last quoted, the rate has since risen to 75-65 cents, and offers are now in the market at this figure.

SAIGON-PHILIPPINES.—There is nothing to report in this direction. A rather weak demand seemingly met with no encouragement from Owners, rates asked being too far ahead of charterers' ideas.

SAIGON-JAVA.—Nothing is reported as done beyond the fixture of a regular steamer, in this direction, combined with return loading to Hongkong, at \$1.75 per picul for the round trip, and it is not anticipated that there will be much development until sugar is offering more freely northwards.

NEWCHANG.—In view of our last advice, no further fixtures having been arranged, the port's business can be regarded as closed for the season.

COAL.—Further to the remarks in our last report under this heading, prices have hardened still further and to what limit this rise may ascend it is difficult to forecast. Demand is very good but, with reduced output from the mines and very limited tonnage available, rates from Japan southwards have firmed considerably and will in all probability rule strong for some time to come.

FIGURES REPORTED.—MILK.—Batavia, Y.13; Moji-Hongkong, \$6.50; Hongkong, \$5 per ton.

SAIT TONNAGE LOADING OR TO LOAD.—

SPORT.

CRICKET.

CIVIL SERVICE & UNIVERSITY.

These teams met on the Civil Service ground on Saturday. The result was a draw. Scores:—

CIVIL SERVICE.		UNIVERSITY.	
R. C. W. Mitchell, c. Wright, b. Dixon	33	J. D. Wright, not out	40
E. W. Hamilton, l.b.w. b. Marley	21	Ng Sze Kwong, c. Deane, b. Hamilton	0
C. Sars, b. Dixon, b. Marley	0	C. E. Marley, l.b.w. b. W. Mitchell	0
H. E. Mr. C. Serour, b. Marley	0	A. H. Ramjahn, b. Hamilton	10
P. T. Lumble, b. Marley	11	A. De Souza, b. W. Mitchell	0
S. Alderman, c. b. De Souza, b. Dixon	13	R. A. B. Ponsonby-Fane, not out	25
E. W. Dawson, c. Dixon, b. Marley	14		
C. J. Tacchi, c. De Souza, b. Dixon	14		
J. Deane, c. Ismail, b. Dixon	10		
R. Beane, c. Ponsonby-Fane, b. Dixon	13		
Dixon	13		
R. R. Wood, not out	0		
Extras	13		
Total	141		

Bowling Analysis.

	O.	R.	W.
Dixon	10	52	5
Marley	14	50	4
Ng Sze Kwong	3	19	0
De Souza	2	7	1

Chow Yat Cheong, W. D. Dixon, W. Gittens, A. Ismail, and F. J. Ede did not bat.

CIGARETTE AND TOBACCO FUND.

The following is the subscription list to date:—

Acknowledged to Nov., 1918	\$10,776.02
Since received:—	
Landale Greenfield	30.00
Messrs. Wilson and MacNider	30.00
Mr. E. M. Joseph	50.00
Collected by Mrs. Pentreath and Mrs. Arthur (List No. 14/1)	
"Route"	\$50.75
C. A. P.	50.00
E. A. M. V.	30.00
"Spero"	25.00
"Oil King"	20.00
Anon. M.C.B.S. at \$15 each	30.00
G.T.E., J.M.C.H., C.B.B., E.G., W.G.W., I.B.C., H.C.S., G.P.L., S.G.N., H.F.C., P.D.S., Minoru, John, G.B.P., at \$10 each	140.00
J.R.G., T.J.F., W.H., C.M.E., C.H.P.H., R.S., J.A.T., A.G., H.W.K., G.S.A., F.F., H.H., R.H., S.H.D., J.V.R., C.C., E.L.S., N.S.M., L.N.M., T.A.L., J.G., A.S.G., A.E.G., J.S.D., C.E., H.B.L.D., "Well wisher" at \$5 each	135.00
J.A., She Tat Tsui, Lam Shaw Shan at \$4 each	12.00
W.N., A.D.G., E.A., C.B., "Wallaby" V.L., P.H.H., W.S., J.H.B., F.B., E.J.R.M., G.M.S., H.H., J.H.H. at \$3 each	39.00
A.R.A., W.B., J.R.K., J.D., F.W.J., G.A.R., R.M.W., W.C.B., E.M.F., R.G.H., C.H.B., R.J.R., T.R.C., R.A.W., W.R.M., R.A.B., F.R.S., A.K., A.O.L., H.J., J.P., D.E.C., J.H.G.W., E.G.S., W.J.H., R.K., F.A.G., J.A.R., H.E.M., R.T.B., A.S.L., G.A.T. at \$2 each	60.00
H.F.C., G.M.L., G.B.L., A.A., F.S.A. at \$1 each	5.00
	602.75
	\$17,488.77

Expended to 18th November \$16,537.85

Since expended:—

Nov. 17th, 10,000 Cigarettes sent to the C/O. K.S.L.I. (Hongkong)	45.00
Nov. 27th, 200,000 Cigarettes sent to the troops at the Front	581.81
	\$17,164.66

Balance in hand \$ 324.11

(Hon. Sec. & Treas.)

Hongkong, 27th, November, 1918.

Headquarters, China Command, Hongkong,

12th October, 1918.

The British American Tobacco Co., Ltd., Hongkong.

Gentlemen.—I beg to acknowledge the receipt of 30,000 cigarettes for distribution among the European troops of the Garrison and to request that you will kindly convey the thanks of the troops to the Hongkong Cigarette and Tobacco Fund for the same. This gift will be much appreciated by the troops.—Yours faithfully,

G. CASSEL (Captain).

Hongkong, 17th November, 1918.

The Secretary, Hongkong Tobacco and Cigarette Fund.

Sir.—The British American Tobacco Co. have to-day forwarded 10,000 cigarettes for distribution amongst the men of this unit.

I shall be much obliged if you will convey the best thanks of the Commanding Officer to your Committee for the generous gift.—I am, Sir, Yours faithfully,

R. J. B. HASLWOOD (Capt. & Adjutant).

THE GOVERNMENT AND ITS PLEDGES.

POSITION OF MEN OF 41.

In the House of Commons last month on the motion for the adjournment, Mr. G. Herrell (who had given notice to raise the question of the position of men of the age of 41) said he did not propose to move his motion. He understood that the Government would give a day for the discussion of the whole question of man-power and were also going to inquire into, and if possible extend, the time of appealing to men of 41 and grant them further time before requiring them to join up.

Mr. Snowden said there were other members interested who could not agree to this summary dismissal of the question. He also asked the Secretary for War to explain the reason why the notice was issued calling up attested men who had passed the age of 41, because it was a direct violation of pledges given in that House. When the Military Service Bill was before the House Mr. Tennant, in reply to a question, said:—"A man who reaches the age of 41 before he is actually called up for service, whether he is a voluntarily attested man or a man deemed to be attested under the Military Service Act, is not called up, but is passed to reserve and would not be subject to be called up for military service unless the age of military service is in future extended." There was nothing equivocal in that reply, which was clear and definite.

MR. LLOYD GEORGE'S STATEMENT.

Mr. Lloyd George.—I think there is a good deal to be said for the course suggested by the hon. member who gave notice to move the adjournment of the House. It is almost impossible to deal with one part of the problem of man-power without bringing the whole case before the House. The difficulty now under consideration is by no means the only difficulty. There is the difficulty which the whole country experiences in mobilizing its resources for the purposes of a conflict which involves life and death to so many principles which are dear to us. The hon. member for Blackburn has very properly asked me whether I am going to repudiate the pledge given by my predecessor. I repudiate no pledge. Whatever was given was given under the then existing circumstances. The pledge that was given was that the whole of the powers of the Military Service Act would not be exercised under the existing conditions. Under that Act persons who were not 41 at a certain date were liable to be called up. But in the conditions existing when that Act came into operation it was not thought necessary to call up men who were 41 at the date when the notice was served. Since then the conditions have altered. The conditions in a great war must naturally change. No one could forecast how long the war would last, or the drain upon our resources. The pledge which said that under no conditions would the full power of the Military Service Act be exercised was a pledge which no person could give. I do not mind saying that if such a pledge had been given, the first consideration is the exigencies of the war. (Hear, hear.) A pledge which was given then, but no longer exist, is a pledge which ought not to be adhered to. (Hear, hear.) For what does it mean? It means that we should lose the equivalent of at least two Army Corps. Would any one take responsibility for that? Including everybody, it would mean losing the equivalent of nearly four Army Corps. We are depending upon those reserves for the manning of our new artillery; and unless they are called up I do not know where we are to find the men.

ATTENDED AND UNATTENDED MEN.

All we are bound to carry out in this respect is that there shall be no distinction between attested and unattested men. We have pledged ourselves not to place the attested men in a worse position than the unattested. That we propose to carry out to the very letter. We do not think it necessary to raise the age beyond the limit of the Act, as has been suggested. I cannot believe that Parliament will set on a thoroughly irrational interpretation of the pledge, which would involve our bringing in another Act of Parliament to raise the age limit beyond what we want. Notice will be given, in the course of a day or two, and if there is any confusion in the mind of anyone on the subject it will be cleared up by the order issued.

THE PLEDGE.

Mr. Sherwell said this was a distinct breach of a pledge by the Government. They all remembered the pledge to exempt the only son of a widow, but no weight had been attached to that or to other positive assurances.

Mr. Lloyd George.—The hon. member for Blackburn, with his habitual inaccuracy, has charged me with breaking a pledge. What I said was that that pledge was given with reference to existing conditions. If the conditions have changed, that is no fault of mine.

Mr. Llewellyn Williams said the right hon. gentleman could not find the words "existing conditions" in the pledge given on March 7th. The right hon. gentleman himself said that if a pledge had been given he would have no hesitation in breaking it under existing conditions. That was a Prussian doctrine. (Radical cheers.)

Mr. Lloyd George.—What I said was that the pledge was given with reference to existing conditions. When conditions changed there was no applicability.

Sir E. Carson.—Let us lose the war! Mr. Pringle.—Let us keep our word. (Hear, hear.)

Mr. Lloyd George.—These are the words:—"If a man attain his 41st birthday before he receives the notice calling him up for service he will not be taken for service under existing conditions. He would be liable to be called up if it should happen that the standard of age for military service should be raised. We have raised the age up to the limit of the Act, and it is to be said that we are breaking our pledge because we do not raise it by two years and do not want to raise it."

Mr. Sherwell said the late Under-Secretary for War made the following statement on March 7th:—"A man who reaches the age of 41 before he is actually

(Continued at foot of next column.)

MR. WILSON'S POLICY.

"A HESITATION VALSE."

President Wilson's policy was loudly denounced at a mass meeting held in New York last month to advocate the election of Judge Hughes. Mr. George Putnam, once a leading Democrat, and now a strong supporter of Mr. Hughes, said:—

"I had great hopes of President Wilson, but I have been disappointed, and so have thousands of Democrats. Mr. Wilson failed because he failed to understand the moral purpose of America, and in a great crisis, when he had great opportunities and large duties, he has not been equal to his task. When war broke out, when Belgium was invaded, he should have formed a league of neutral nations, which would have protested against warfare on non-combatants and the use of submarines as agents for killing women and children. This is the first war in modern times when the lives of women and children have not been safeguarded."

Mr. Oscar Straus, a former member of Mr. Roosevelt's Government and Ambassador to Turkey, described President Wilson's policy in Mexico as "a hesitation valse—one step forward, two steps backward, one to the side, and then turn round."

HONGKONG POLICE RESERVE.

MAXIM GUNNERS.

The parade of this unit, ordered for Nov. 29th, is altered to Tuesday, Nov. 28th.

PARADES.

Tuesday, Nov. 28th.—All Recruits of Nos. 1 and 2 Platoon, No. 3 Company and No. 4 Company. Crown Sergeant Wilks and the Co-Sergeant Major, respectively, will warn their men. Also Maxim Gunners.

Thursday, Nov. 30th.—Ambulance Company under the Sergt-Major.

WINTER UNIFORMS.

Members of Units whose numbers have been taken by the Hon. C.S.P. as requiring alterations made in their uniform may have same done at Noordin's.

DUTIES OF INSPECTORS AND SERGEANTS.

The following Standing Order to be inserted.

73. It is the duty of every Inspector and Sergeant whether on or off duty, in uniform or in mufti, to take official notice of any irregularity coming to his notice.

RECORD OF CASES, OCCURRENCES, ETC.

The attention of all ranks is drawn to S.O. 10. The reporting of cases is necessary in order that every member's Record of Service may be kept complete.

JOINED.

No. 1 Company, No. 4 Section—P. C. A. el Arculli.

(Sgd.) F. C. JENKIN, D.S.P. (E.).

27th November, 1918.

THE MAJOR WHO KEPT HIS WORD.

The death of Colonel Béring has taken away one of the most popular officers in the Brigade of Guards. He stood 6 ft. 4 ins., and wore the inevitable Guards' monocle. At the outset he realised that the constitution of the new army differed entirely from that of the old, and while he was stationed at Windsor he changed the whole régime of his company. The men simply worshipped him. A journalist who joined the Coldstreamers at the outbreak of war says that when a draft was leaving for the front early in January, 1918, although snow was falling heavily, the officers all came down to see the boys off. Just as they were getting into the train a pitman from Sheffield remarked, "I only wish 't'owd Major was coming with us." "Not so much as I do," retorted the Major. "They've turned me down, but I'll get there somehow or other." He kept his word.

called up for service, whether he is a voluntarily attested man or a man deemed to be attested under the Military Service Act, is not called up; he is passed to the reserve, and would not be subject to be called up for military service unless the age of military service is in future extended." That was a most explicit pledge. If the circumstances were changed let the Government ask Parliament for authority. That would be a straightforward course, and it would pay best in the long run.

Mr. Pringle was surprised that the Secretary for War should have resorted to a subterfuge. He doubted whether it was wise to have made the concession, but having made it, accompanied by a pledge, it was their duty to adhere to it. Their credit in the eyes of the country was worth something. Nearly every pledge given while the Military Service Act was under review had been broken. The Government could not be straight with the country. (Hear, hear.)

Mr. Lloyd George.—Let the hon. member say that supposing we want 100,000 men and that we shall get them by raising the limit to the limit of the Act. We cannot do that unless we bring in an Act to get 300,000 men when we do not want them.

Mr. Pringle said that was what the Government had promised to do, and it would be no hard thing, if they were going on with this policy, that they should be able to lay their hands on 300,000 men in case they should be wanted. Everybody knew that 100,000 men would not meet the demands of the War Office, and it was hypocritical to say that that was the essential thing, just now. The fact was the Government got their measures by making promises that were not fulfilled. If they were to have compulsion let it be honest compulsion, not compulsion tainted with fraud. (Hear, hear.)

Colonel Lockwood confessed that he believed a pledge had been given, but the moment the Minister said the men were wanted he had nothing more to say. The necessity of the war was paramount; the word promise had been given or not. The House adjourned.

RANDOM REFLECTIONS.

Resenting aspirations which have been unfairly cast upon their patriotism some of the young men of this Colony, I hear, have announced their intention of resigning their positions unless they receive a further assurance that their presence here is considered necessary. Such an assurance was virtually given by H.E. the Governor less than twelve months ago and its renewal is sought, presumably, because of the steps which have been taken in Great Britain in the meantime.

A correspondent wrote to this paper the other day asking what course the Executive Council had taken with regard to the Grand Hotel licence, which was refused for the third time by the Licensing Board at their last annual meeting. Now the Executive Council is a body which does good by stealth and blushes to find it fame, so it is difficult to speak with certainty as to its decisions until they are seen in operation. It is provided over by the Governor or the Officer Administering the Government, who is free, I believe, to accept or reject the advice tendered to him by the other members. We know that on two former occasions the Council has restored the Grand Hotel licence, on appeal, and we also know that on three occasions the Colonial Secretary, who presides over the Licensing Board, has expressed the official view by voting with the minority. As these are not the days of miracles, it seems to me that I need not say any more.

It will have been noticed with satisfaction that the Captain Superintendent of Police is no longer an official member of the Licensing Board. It was pointed out in this paper when he first took his seat that it was ominously undesirable, if only for the sake of appearance, that the Police, by whom objections to licences are advanced, should be represented on the Board, and I believe that a written protest was entered on this ground by a solicitor engaged in one of the cases. While nobody who knows Mr. Messer would doubt for one moment that he would endeavour to act with absolute impartiality, it cannot be denied that, by reason of his official position, he would labour under a great disability. "All's well that ends well," but it is strange that this aspect of the matter was not realised at the outset. It makes one feel that Crown Colony officials ought to be sent every few years to study local administration and local government at home.

The Chinese gentleman who came to Hongkong to sell tigers' bone gruel, guaranteed to "make you strong," had some justification for thinking that he had brought the concoction to a very promising market, writes a correspondent. "That there is evidently need of something to counteract the disintegrating influence of the atmosphere of this Colony no one will deny who has watched the trend of public affairs. I wonder how the unofficial members of the Licensing Board would comport themselves at the meeting on December 1st, if in the meantime, they could be persuaded to take a course of tigers' bone gruel? Would they be imbued with the spirit of the late Mr. Hewett? My correspondent is obviously a bit of a wag.

Another sign of the cooler weather. The agenda for the Hongkong Sanitary Board meeting to-day contains seventeen items! Many residents will welcome the questions to be put by Dr. Ozorio relative to the primitive methods which are in vogue in Hongkong for the collection of night soil. To say the least, those methods are very obnoxious. They never fail to shock the new arrival, and doubtless old residents, who have become more or less inured to the evil, would welcome an improvement. Dr. Ozorio has drawn attention, also, to a practice which should be suppressed when he refers to the demands of Sanitary Board coolies for cunshaw, as a condition of doing the work for which they are already paid. We shall await the answers of the President of the Board with interest.

With the prospect of a new and up-to-date suburb for retired Chinese, the removal of the existing obstruction to the development of the garden city, and the provision of wharfage facilities for large Empress boats, the residents of Kowloon, I am told, are already looking forward to the time when communications will be addressed "Hongkong, near Kowloon." Some are even talking of separate representation in the Colony's Government, and the formation of a local association which will act as a spur to the powers-that-be to keep pace with the times.

I am glad to see that the mis-spelling of certain words, painted on a public notice-board on Kennedy Road has been rectified. As I called attention in this column to the defective orthography a fortnight ago I think I may claim that my observations and the prompt correction of the bad-spelling stand in the relation of cause and effect. May I now suggest that attention be also directed to a huge notice-board in the yard at the Central Police Station on which a long extract from the "Prison Ordinance" is painted, wherein the artist provides the reader with a few orthographical peculiarities? True, the great bulk of the visitors to the Magistracy are not of the class who are punctilious in the matter of correct spelling, but as the notice is official and purports to be a reproduction of an official document accuracy would not be out of place.

R. B. R. R.

FORGED ENDORSEMENT.
CHINESE PLEADS GUILTY AT HONGKONG.

The Hongkong Criminal Sessions concluded yesterday, when a Chinese named Sung Man Kwong was indicted on two counts for that he on August 22nd uttered a forged endorsement on a bill for \$547 drawn on the San Joaquin Valley National Bank of Stockton, California, on the Hongkong and Shanghai Bank, payable to the Kwong On Kee firm, well knowing the endorsement to be forged. He was further indicted for feloniously attempting to get the money from the Bank.

Mr. G. N. Orme (from the Attorney-General's office) prosecuted on behalf of the Crown.

The accused pleaded guilty to both charges.

It was stated that the accused had at one time stated that he was given this note by another man who said he would give him \$10 for changing it.

Mr. Orme said the man went into the bank with the draft, which had been extracted from a Kwong On Kee letter in some unknown manner, and presented it to the sheriff for payment. The latter noticed that the chop was a wrong one, the man was detained, and he said that the note had been given him by another man. Detectives were called in, and they went around the town with the accused in search of this man. He was never found. The Kwong On Kee added Mr. Orme, did a good deal of business between America and China.

His lordship sentenced the man to two years' hard labour on each indictment, the sentences to run concurrently.

SUN COMPANY SUED.
MOVING FIGURES.

The case was resumed at the Hongkong Magistracy yesterday in which the Sun Company, of Des Vaux Road Central, are charged with creating a public nuisance by exhibiting certain moving figures in its shop window, thereby causing large crowds to collect and obstruct the footpath.

The Hon. C.S.P. (Mr. C. McI. Messer) appeared to prosecute and Mr. E. Davidson defended.

At the previous hearing it was stated that the exhibiting of the figures had attracted very large crowds, the whole of the Police Reserve having been employed on one occasion to disperse those assembled. Mr. Davidson said it was an important matter for the firm, and he wanted a decision on it. He therefore pleaded not guilty.

Inspector Garrod, traffic Inspector of Hongkong Police, said that at 8.45 p.m. on November 16th he saw a large crowd of Chinese outside the stores in Des Vaux Road Central. They were outside the westernmost window, and extended over the side walk into the road. They were looking at a display of tigers' bone gruel. The exhibition in the window mentioned was causing the crowd to collect, this being a landscape with moving figures. He tried to get the crowd away with the aid of an Indian constable, but failed until a tramcar came along and pushed the people away. The car had to slow up and go very cautiously. He then went into the stores and saw a sub-manager, whom he took into the road to see the crowd. Witness left at nine o'clock, the crowd being still there. There was also a brass band playing in one of the rooms upstairs, but he thought the bigger portion of the crowd was there to see the moving figures. Some were only standing there to listen to the band. Inspector Garrod went on to speak of other visits he had made, saying that on November 12th, when he went there at 8 p.m., the exhibition was then proceeding. There was no band playing, but the people were half-way across the road. On November 18th, in the forenoon, he was there again, and the pavement was completely blocked, the people also extending about three feet into the roadway. The exhibition had been going on, to his knowledge, for the last two months.

Mr. Davidson said they had been on for the last three years, and even more attractive ones than the one now causing the crowds.

Inspector Garrod said that prior to the last two months it was possible to walk on the pavements.

Mr. Messer said that he had warned the Company once personally. This closed the case for the prosecution. The sub-manager of the Company gave evidence for the defence, stating that, whilst on the evening in question there were people in the road listening to the band, there was not a great crowd by the window. There were more people there than usual. They had a band three times a year, and there was always a crowd then. They had displayed figures for three years and had never received any complaint from the Police. Wing On and Sincere's used such figures, the last occasion being in August. When the footpath was not passable they had a watchman there keeping it clear.

In reply to Mr. Messer, witness said the window, as at present dressed, had been so arranged for about four weeks only.

A former employee of the Company, now a shareholder, said he was present with Inspector Garrod. He found a crowd all along the premises with the exception of gaps for the people to pass into the shop. The crowd was not all across the road.

Mr. Davidson intimated that he would like to address his Worship at some length, and Mr. Wood adjourned the case until Wednesday.

DEVELOPMENT OF KOWLOON.
OPENING OF NEW WHARF.

In the presence of a large and representative company, the new wharf of the Hongkong and Kowloon Wharf and Godown Co., Ltd., was opened yesterday. In addition to the opening of the new wharf, the large company present, numbering close on 800, was also afforded the opportunity of inspecting the *Empress of Asia*, the first vessel to come alongside the new wharf. Those present at the opening ceremony included:—H.E. the Officer Administering the Government (the Hon. Mr. Claude Severn), Hon. Mr. H. E. Pollock, K.C., Hon. Mr. E. Shollin, Sir Paul Chater, C.M.G., Hon. Mr. W. Chatham, and Messrs. C. E. Anton, J. H. Wallace, A. O. Lang, S. H. Dodwell, T. Hough, G. Reid, Capt. Cassel, Col. Chapman, Major Macdonald, etc.

After the large company had inspected the magnificent vessel, and had partaken of tea, the opening ceremony of the new wharf was performed in the "old world" saloon.

Mr. C. E. Anton performed the opening ceremony, and in doing so said:—Ladies and Gentlemen,—We are met here to-day to celebrate the opening of our new wharf. As viewed from above, the structure is not particularly interesting, but those of you who examined the wharf while it was being built would no doubt be impressed by the nature of the work. A wharf by itself as we have them in the Far East is not usually a very inspiring sight, nor can ours be classed as a thing of beauty, although it may be a joy for ever, but to-day our ceremony is greatly helped by the fact that we have alongside a representative British ship, the Canadian Pacific Ocean Services having kindly arranged to send their magnificent steamer the *Empress of Asia*.

Not only that, they have also courteously extended the privilege to all here to inspect the *Empress of Asia*, and those who take advantage of this opportunity will see for themselves the comfort, not to say luxury, provided for passengers crossing the Pacific Ocean. It may be of interest to some of you if I mention that with the advent of bigger steamers to Hongkong it was realized to be incumbent on us to meet our constituents' requirements by providing more efficient wharfage. The Canadian Pacific Ocean Services had built the *Empress of Asia* and *Empress of Russia*, the M.M. Cie. ships like the *Paul Leat*, and the N.Y.K., the Glen, Ben, and other lines were sending larger steamers to this port, the general tendency being an all round increase in the size of vessels. Our No. 3 Wharf, which we had relied on to berth the big steamers, was becoming inadequate to cope with requirements and it was therefore decided to build a new wharf capable of accommodating any ship which came into the harbour. Accordingly a new wharf has been built, the first pile being driven on the 20th December, 1915, and the last on the 21st May this year, the wharf being completed on the 13th October. The total length is 630 feet, the width being 45 feet, and one of the most important factors is that there is a depth of water of 30 feet at lowest spring tides, so that any steamer coming here can be berthed. The foundations for a new three-storied steel godown of 20,000 tons capacity are now being put in opposite the wharf, but the constructional work may be delayed until such time as the market for steel becomes more normal. Meanwhile a smaller godown of brick, which will take about 4,000 tons, is being erected at the back and will be ready next month. I think that is all I have to say about the Wharf Company. I would now like to thank the Canadian Pacific Ocean Services, Limited, for helping us to make this function a success.

One of the reasons why we desired the "Empress" boats to come alongside our wharves, and particularly this one, was because we felt convinced that apart from the fact that better European supervision can be given to cargo ex steamers which discharge at the wharves, the passengers are able to land comfortably, and with the Ferry Wharf within one minute's walk, they can be conveyed to Hongkong expeditiously with ease, and at very little cost. The system under which passengers and their friends have at times to climb over several launches in order to reach the gangway of steamers is inconvenient and can be done away with and greater facilities given to baggage. I can now

only express the hope that not only will the Canadian Pacific Ocean Services send all their steamers regularly to our wharves but that the Messageries Maritimes Cie. and other passenger boats will follow suit. I now declare the wharf open and at the same time wish prosperity to the Canadian Pacific Ocean Services, Ltd., who have been running a regular service of steamers to Hongkong for 28 years and whose line is so justly popular, and whose policy as is well-known is so progressive.

Mr. Wallace then said: Mr. Anton, ladies and gentlemen: The opening of the new wharf of the Hongkong and Kowloon Wharf and Godown Co., which we are assembled to celebrate to-day, marks not only an important event in the history of that progressive Company but is also another step in the forward progress of Hongkong as a shipping port. On behalf of the Canadian Pacific Ocean Service, I have to thank Mr. Anton for the kind expressions which he has used in regard to the Company on this occasion, and I can assure you the Canadian Pacific Ocean Services appreciate the honour which has been done them in being invited to send the *Empress of Asia* as the first vessel to go alongside the new wharf. Although this ship is, I may safely say, the largest merchant vessel at the present time regularly using the port of Hongkong, the berthing of her at the wharf proved to be an easy and safe proposition, thanks to the admirable arrangements and facilities which the Hongkong and Kowloon Wharf and Godown Co. have made, and afforded for the use of their patrons. I would ask all present to join me in wishing continued prosperity to the Hongkong and Kowloon Wharf and Godown Co.

Cheers were given, and the large company present was then photographed on the wharf.

THE NEW WHARF.

The new wharf is 630 feet in length and 45 feet wide. It is constructed, practically, of steel, with steel bracing and steel tie rod bracing, and a yeast tipping. The piles range from 65 feet to 85 feet, and special attention has been given to the head of the wharf, to withstand the heavy impact of wharfing. This additional strengthening consists of curved beams and radial steel struts. At low tide there will be a depth of water of 30 feet, so that the wharf will be able to deal with the bigger ship which comes to Hongkong. It is interesting to note that the first pile of the new wharf was driven on December 20th, 1915, and the last pile was driven on May 21st, 1916; the wharf being completed on October 13th of this year. The work was carried out by a Chinese contractor under the supervision of Messrs. Leigh & Orange.

GROWTH OF THE COMPANY.

Thirty-one years ago this month, the Hongkong and Kowloon Wharf and Godown Co., Ltd. was formed to acquire from Sir Paul (then Mr.) Chater, their present property at Kowloon and from Messrs. Jardine, Matheson & Co., Ltd., certain property in Hongkong. The sites were most desirable and the prosperity of the Company greatly increased under the able management of Mr. Chater, the guidance of the Chairman as Senior Representative, Messrs. Jardine, Matheson & Co., Ltd., Sir Paul Chater and the co-directors, also Mr. Wong Kam-luk, the commodore, who has been in that office since 1890. Unfortunately the 1900 typhoon dealt them a severe blow, nearly all their fleet of lighters being lost and two wharves being practically destroyed. New capital was called for and subscribed, a fresh fleet of lighters was acquired, new wharves were built and with retrenchment and hard work on the part of all the Staff, the Company again began to prosper. There are 35 godowns with a storage capacity of about 300,000 tons, a fleet of 81 lighters and 8 steam tugs, also a considerable number of cranes for the expeditious handling of cargo. There are five wharves at Kowloon, four of which are for Ocean going steamers and eight boats can be accommodated. Regarding the new wharf, Messrs. Leigh and Orange designed and prepared plans; Mr. Ah Woon was the contractor, and it was built under the supervision of the Company's Engineer, Mr. T. W. Robertson. The Company was extremely lucky in getting all the steel work at pre-war prices; if they had to purchase the material now—and it is doubtful whether it could be obtained—the cost of the wharf would probably be nearly treble. The foundations for a new three-storied steel godown of 20,000 tons capacity are being put in opposite the wharf, but the constructional work will not be proceeded with until the steel can be purchased on favourable terms. Meanwhile a smaller godown of brick is being erected at the back which will be ready next month and will take about 4,000 tons. Mr. W. S. Brown, at present on leave, is the Secretary of the Company and Mr. E. R. Wolf is in charge. It is a matter of congratulation that although the Wharf Co. have no longer any German and Austrian steamers coming here, fresh lines are using the wharves and the prosperity of the Company is greater than ever it has been, and this is due to the fact that the policy of the Wharf Co. is to keep up with the times and give satisfaction to all its constituents.

INTIMATIONS

LANE, CRAWFORD & Co.

CORRECT EVENING WEAR.

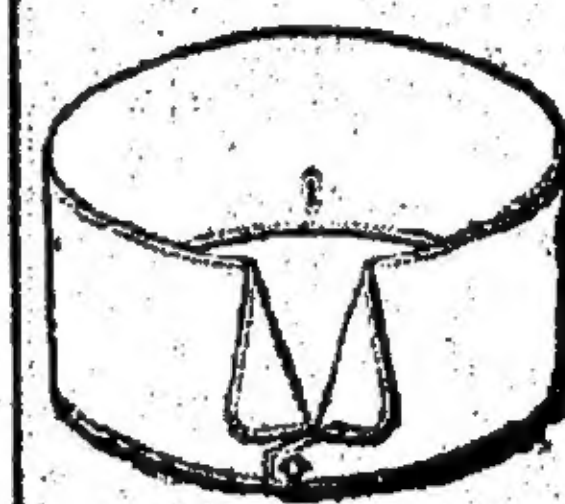
SOFT FRONTED DRESS SHIRTS.
FITTED WITH TWO STUD HOLES
AND FOURFOLD LINEN CUFFS.
IN ALL SIZES.

PRICE \$4.50 EACH.

DRESS SHOES.

SMART EVENING PUMPS
AND LACE SHOES.
GOOD MEDIUM TOE.
PERFECT FITTING.

PRICE \$9.50 PAIR.



"THE VARSITY."

A STYLISH COLLAR FOR EVENING WEAR
IN ALL DEPTHS AND SIZES.
WEAR GUARANTEED.

PRICE \$4.50 DOZEN.

SILK MUFFLERS	...	...	FROM \$4.00 EACH.
EVENING GLOVES	...	...	\$2.00 PAIR.
SILK HANDKERCHIEFS	...	...	\$1.75 EACH.
DRESS TIES AND BOWS	...	...	\$1.00 DOZEN.
EVENING SOCKS	...	...	\$1.00 PAIR.
DRESS WAISTCOATS	...	...	\$5.00 EACH.

[2]

DRINK
"BULL DOG" LAGER BEER.
SUPERIOR TO ANY GERMAN LAGER BEER EVER BREWED.
BRITISH THROUGHOUT.

Brewed in Great Britain.

Bottled by British Labour.

OBTAINABLE AT:—

PRICES DUTY PAID.

Wing On Co., Ltd.

QUARTS—\$20.00 per case

Sincere Co., Ltd.

of 4 dozen.

Sin Co., Ltd.

or \$5.10 per dozen.

Cheong Tai I.

Nam Hin g Loong.

PINTS—\$26.50 per case

Ty Sin g.

of 8 dozen.

Sang Tai.

Kwaa Tye.

or \$3.40 per dozen.

LANE, CRAWFORD & Co.

Stocked by

Admitted to be the Best

THE HONGKONG HOTEL.

Lager Beer brewed.

FRESH STOCK JUST ARRIVED.

[1904-5]

Powell Ltd
TELEPHONE 348

NEW
WOOLLEN FABRICSIN
THE MOST UP-TO-DATE
MATERIALS

AND

FASHIONABLE COLOURS,
NOW BEING DISPLAYED.

1077

NEW ADVERTISEMENTS

LOST.

BY MRS. DODWELL, 108, The Peak, between Low Level Peak Tram Station and s.s. "Empress of Asia" via Star Ferry, DIAMOND SOLITAIRE RING BROOCH. [1422]

FOR SALE.

SAILING Yacht "LIZA" Heywood Hayes class, has won numerous races and is in perfect condition. For particulars, etc., apply to—Box No. 28, Care of "Daily Press" Office. [1419]

IN THE GOODS of EDDERT ANSGAR HEWITT, C.M.G., of the Wellington Club, Grosvenor Place, in the County of Middlesex, England, late manager of the Peninsular and Oriental Steam Navigation Company in Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of Ordinance No. 2 of 1887, made an Order limiting the time for Creditors and others to send in their Claims against the above Estate to the 30th day of December, 1916. All Creditors and others are accordingly hereby required to send their Claims to the Under-signed on or before that date. Dated 27th day of November, 1916. JOHNSON, STOKES & MASTER, Solicitors for the Executors, Prince's Buildings, 100, House Street, Hongkong. [1420]

NOTICE.

"GLEN" LINE (McGREGOR GOW & CO.), LTD.

CERTAIN Cargo ex M.S. "GLEN-ARTNEY" having arrived from per S.S. "KUTSANG," Messrs. GODDARD & DOUGLAS will attend at THE HONGKONG and KOWLOON WHARF and GODOWN COMPANY'S GODOWNS, Kowloon, on WEDNESDAY, 29th November, at 10 A.M., to survey all damaged packages. Consignees of Cargo arrived are requested to have representatives present. SHEWAN, TOMES & Co., Agents. [1421]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "NANKIN," Arrived Hongkong on 26th Nov., 1916. From LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as the goods are landed. This vessel brings on Cargo—From London, etc., ex.s.s. "Kaiser-I-Ind." Optional goods will be landed here unless instructions are given to the contrary within 6 hours. Goods not cleared within 9 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns. E. V. D. PARR, Acting Superintendent, Hongkong, 27th November, 1916. [1]

A. BUNE.

IN LIQUIDATION.

CREDITORS are required to send in their Claims to the Under-signed on or before THURSDAY, the 30th November, 1916. Dated the 14th November, 1916. W. G. HUMPHREYS & Co., No. 16, Queen's Road Central, Liquidators. [1378]

THE MEDICAL HALL.

C. WITZKE & CO.

CREDITORS are requested to send in their Claims to the Under-signed on or before THURSDAY, the 30th November, 1916. Dated the 18th November, 1916. BENJAMIN & POTTS, Liquidators. [1394]

NOTICE.

I beg to notify my patrons and friends that I have established myself as Coal and Shipping Merchant at No. 1, Douglas Street, the Firm's name of ITO BROS. & Co. having been Dissolved. S. M. ITO & Co., Hongkong, 17th November, 1916. [1390]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED. THE CERTIFICATE for Four Shares, No. 3393/3392 of the Original Denomination of \$500.00 per Share, in this Company, standing in the name of NICOLAS ALBERT IVANOFF (since deceased), of Hankow, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, other Certificate for the equivalent thereof in the present denomination will be issued by the Company and thereafter MONTAGUE EDE, General Manager, Hongkong, 17th November, 1916. [1391]

INTIMATIONS

EXHIBITION AND SALE OF OIL PAINTINGS

Executed by E. BELSITO, Esq., IN AID OF WAR CHARITIES, Under the Distinguished Patronage of LADY MAY, AT THE CITY HALL, From 9 A.M. to 5 P.M. [1415]

DEC. 2-10, 1916.

National

Mission

Repentance

Hope

MISSIONER: BISHOP NORRIS. [1388]

"KISMET"

A.D.C. Production on behalf of the "STAR AND GARTER FUND" for Soldiers and Sailors totally disabled in the War.

GALA NIGHT—FRIDAY, DEC. 15TH.
SECOND NIGHT—SATURDAY, " 16TH.
THIRD NIGHT—MONDAY, " 18TH.
M A T I N E E—WEDNESDAY, " 20TH

Prices:
Gala Night—Centre Dress Circle Seats \$10
and all remaining Seats \$5.
The Seats for the following nights are—
Dress Circle " " 84.
Stalls " " 3.
Pit " " 1.
Soldiers and Sailors in uniform Half-Price. [1384]

SECOND 5% RUSSIAN INTERNAL SHORT TERMED LOAN OF 1916 for Rbls. 3,000,000,000.

THE Subscription to the above LOAN will be opened from 14th November to 26th December, 1916.

The price of issue is 95 per cent. The Loan is entirely free of Income Tax and other taxation.

The Loan is redeemable at par on 14th October, 1926, without option for the Russian Government to convert it at an earlier date. Coupons are payable half-yearly on the 14th April and 14th October.

As interest on the above Loan runs from 14th October, the interest accrued on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo-Asiatic Bank in Hongkong is ready to accept applications for the above-named Loan.

Special favourable rates will be quoted for Russian Exchange.

Payment may also be made in Roubles. Applications will be wired to Petrograd free of telegraphic charges and commission.

40 per cent. only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrip.

G. TISDALL, (Manager), RUSSO-ASIATIC BANK, [1369]

G. TISDALL, (Manager), RUSSO-ASIATIC BANK, [1369]

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION or PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50. [77]

HOUSES TO LET

TO LET.

NO. 1, CANTON VILLAS, Kowloon. Apply—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. [1322]

TO LET.

NO. 42, ELGIN STREET. Apply to—PERCY SMITH, SETH & FLEMING. [1325]

TO LET.

OFFICES in HOTEL MANNIONS.—Four large rooms (communicating) facing Blake Pier and the General Post Office. Nos. 9, 10, 11 and 12 on the Third Floor of Hotel Mannions. For particulars apply—MANAGER, HONGKONG HOTEL. [1322]

TO LET—AT THE PEAK

FURNISHED, 3, Stewart Terrace. Apply—H. E. POLLOCK, Prince's Buildings. [1319]

TO LET.

A HOUSE, at Observatory Villa, Kowloon. With Tennis Court. Apply—ARRATON V. APCAR & Co., 14, Des Vaux Road Central. [1315]

TO LET.

From 1st November next. FLATS in "EWO MESS," No. 4, 2nd Floor. Apply, Property Office, JARDINE, MATHESON & Co., Ltd. [1085]

TO LET.

GODOWN in Duddell Street. Light and airy Offices overlooking Statue Square. Moderate rent. For rent and other particulars apply to—"H." Care of "Daily Press" Office. [940]

TO LET.

From 1st May. OFFICES, 2nd Floor, St. George's Buildings. Apply to—SHEWAN, TOMES & Co. [618]

TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd. Apply to—CHINA FIRE INSURANCE Co., Ltd. [922]

TO LET.

OFFICES at 2, Connaught Road Central. OFFICES in King's and York Buildings. HOUSES in Clifton Gardens, Conduit Road. HOUSES in Broadwood and Moreton Terraces. No. 21, WONG NEI CHONG ROAD. HOUSES on Shamson, Canton. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd. [92]

TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

TO LET OR FOR SALE.

KOWLOON MARINE LOT 48 with wharf area 58,000 sq. ft., suitable for Coal Storage or erection of Godowns.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings. [1371]

WANTED.

LESSONS in Spanish. Apply—Care of "A.P.C." Office. [1410]

WANTED.

A YOUNG STENOGRAPHER and GENERAL CLERK. Apply stating salary required to—"M. K. LO." Care of EWENS & NEEDHAM. [1411]

WANTED.

ENGINEER, Bt., abetainer, for Harbour or Shop. Apply in own writing with copy res., stating age and salary required to—W. S. BAILEY & Co., Ltd., Kowloon. [1349]

WANTED.

ENGINEER, Bt., abetainer, for Harbour or Shop. Apply in own writing with copy res., stating age and salary required to—W. S. BAILEY & Co., Ltd., Kowloon. [1349]

FORTHCOMING EVENTS.

Thursday, 30th Nov.—"Weather-Day" for Scotch War Charities. Friday, 1st Dec.—9.15 p.m.—"Kismet" at City Hall.

INTIMATION

WATSON'S

FINEST OLD

BROWN

BRANDY

E QUALITY.



25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS.

TELEPHONE 616.

map it will be noticed that the shape of Roumania roughly resembles that of a boot, Wallachia forming the toe, Dobruja the heel, and Moldavia the upper portion above the ankle. In Moldavia General von FALKENHAYN has been held in check. He has failed to thrust a wedge between the Russian and Roumanian lines and is consequently unable to pursue his project of reaching Bucharest by way of the Predel Pass. In the Dobruja the Russo-Roumanian forces appear to have resumed the offensive and to have reached a point eighteen miles north of Constantza. Far outweighing the improvement in this sphere of operations, which has never been regarded as vital, is the rapid invasion of Western Wallachia from the north-west by the Central European Powers, and the menace which is now offered from the south. It was only on the 16th instant that the Roumanians announced their retirement, in the face of superior artillery, from Turguiu. Now we learn that Craiova, the capital of Western Wallachia, sixty miles south-east of Turguiu, has fallen into the hands of the enemy, and that the Roumanians have been obliged to retire to the left bank of the River Olt, which is about thirty miles further east. From Craiova, which is the centre of a rich corn-growing district, the railway runs to Filiasu, and thence branches off in a northerly direction to Turguiu and in a westerly direction to Turnu Severin, on the Danube, a short distance below the famous Iron Gate. As a consequence, the Roumanian force which commanded the Danube at Orsova must have been completely isolated, unless it had previously been withdrawn—a hope which seems to be precluded by the reports of recent fighting in that neighbourhood and the loss of Orsova and Turnu Severin. The enemy now claim to have occupied islands of the Danube further east at Gighen, Grehor, Lom and Vidin, doubtless with the object of effecting a junction with the forces driving southwards from the Transylvanian Alps and thereby cutting off the extreme western portion—corresponding to the toe—of Roumania. The seriousness of this threat is evident when it is remembered that Craiova is only thirty-five miles north of the Danube. It is some consolation to know that General von FALKENHAYN's successes have so far been confined to the least important part of Roumania. The dangerous section is in Eastern Wallachia, where victory would place the enemy in possession of the whole of Western Roumania, including Bucharest. The enemy's designs upon this territory from the north have so far been frustrated, the Austrian and German communiques admitting, for example, the tenacity with which the Roumanians are resisting in the Rymnik sector and in the Valley of the Alt, which rises in the Transylvanian Alps and flows due south, right across Western Roumania, to the Danube. At present, we are told, it will be very difficult for the invaders to advance eastwards owing to the innumerable mountain streams which intersect the country north and south, and General von FALKENHAYN's forced march to Craiova is described as "merely a raid" intended to cause alarm. The enemy, however, are now attempting to reach Bucharest from the south. They have crossed the Danube at Sumnitza, which is only forty-five miles distant from the capital, and, although their advance northward from this point was declared to have been arrested, they claim to have reached Alexandria, which is about twenty miles inland. Altogether, Roumania appears to be in a very parlous position, but the experts bid us suspend judgment pending further developments. We are not, of course, asked to believe that our allies have retired and allowed their territory to be overrun by the invader merely for the purpose of luring him on to his doom, but, according to Roumanian circles in London, huge Russian reinforcements are assembling in the Wallachian plains in readiness to give battle on the approach of the invader and the result may be awaited with confidence. It is certain that no effort will be spared to save Roumania from the fate that has befallen Belgium, Serbia, Montenegro and Poland.

Mr. J. W. Bolles has, we understand, relinquished his position as general manager of the Standard Oil Company in Hongkong, and will shortly return to America.

A Chinese shopkeeper of 24, Des Vaux Road, has reported to the police that on the 25th inst. he entrusted a servant boy with \$500 to take to the Wing Tuk Bank, Queen's Road Central. Both the boy and the money have disappeared.

The body of a female Chinese, a boatwoman, has been sent to the public mortuary. While some boats were being towed by the Lyemun examination launch the woman accidentally fell overboard and was crushed to death between two boats.

Suffering from injuries to a leg, a Chinese coolie has been sent to the Government Civil Hospital. He was accidentally knocked down by a motorcycle ridden by Lee-Soyt Grant, of the Hongkong Police, in Connaught Road.

Mr. D. A. McLeod, formerly with Messrs. Watson & Co., Ltd., and who went home to join the Army about two months ago, has obtained a commission in the Gordon Highlanders, and is undergoing training with the Officers' Training Corps.

H.E. the Officer Administering the Government has appointed Mr. N. G. Nolan, chief interpreter of the Supreme Court, to be a member of the sub-committee of the Board of Examiners for the examination of subordinate officers of the police and gao.

Six pairs of binoculars contributed by Mr. L. Gibbs, through Mr. A. Denison, Hongkong, are now to be added to the list of glasses received and forwarded to the Lady Roberts Field Glass Fund. The total now stands:—One stand telescope, twelve hand telescopes, forty-five binoculars, donation of \$75.

A very successful whist drive was held at the Police Reserve Club last evening, forty-two tables being occupied. The prize winners were as follows:—Ladies: Mrs. Sears, Mrs. Gerrard and Mrs. Atkinson, all tied. Gentlemen: 1, Mr. Wells; 2, and 3, Mr. Buck and Mr. Dawson, tied; 4, Mr. Coles; 5, Mr. Humstead and Mr. Spears, tied.

The subscribers to the Cigarette and Tobacco Fund will, no doubt, learn with regret that Mrs. Pentreath, who has taken so much interest in collecting the valued subscriptions, will be leaving the Colony next Thursday. The Committee tender to Mrs. Pentreath their hearty thanks for the good work carried out by her. Through her efforts something like 2,250,000 cigarettes have been sent to the Front and 40,000 cigarettes have been distributed amongst the local troops. Nearly \$5,000 have been collected by Mrs. Pentreath herself since taking over the work from Miss Craddock. Mrs. Arthur has very kindly undertaken the continuance of the collection of subscriptions and the sending of Hongkong's gifts of cigarettes and tobacco to the men in the Trenches and Hospital Bases.

THE HONGKONG WAR LOAN. FIRST INSTALLMENT REMITTED TO LONDON.

We are informed by the Acting Colonial Secretary (Mr. M. Fletcher) that the sum of \$3,000,000, authorised under the War Loan Ordinance, 1916, has been subscribed.

"Applications have been allotted in full, the Hongkong and Shanghai Banking Corporation taking a part of the loan." A sum of £50,000 was remitted to London on the 18th instant.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

November 26th, 2 p.m.

Typhoon in about 114deg. long E. and 15deg. lat. N., almost stationary.

Cyclone or typhoon near or over the Pelow Islands, almost stationary.

November 26th, 11 a.m.

Typhoon in about 114deg. long E. and 15deg. lat. N., almost stationary.

Cyclone or typhoon N.W. of the Pelow Islands, moving W.N.W. or N.W.

12.45 p.m., Nov. 27th.

Cyclone or typhoon over N. China Sea, filling up.

Typhoon in about 130 deg. long E. and 15 deg. lat. N., moving N.

Among the passengers who returned to the Colony on Sunday by the P. & O. Company's mail s.s. Nankin were Mr. and Mrs. R. Baker.

THE WAR.

GREEK CRISIS DEVELOPING.

BRITISH ACTIVITY IN THE WEST.

BRAVERY AWARDS.

ANOTHER CHANNEL RAID?

GERMAN COMPULSION BILL.

The Balkans.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

GERMANS CROSS THE DANUBE

ROME, November 25th.

General Mackensen has crossed the Danube with all the Germans, leaving the Turks and Bulgarians in the Dobrudja.

EARLIER CABLES.

THE GREEK CRISIS.

SENSATIONAL DEVELOPMENTS.

LONDON, November 25th.

It is believed that Admiral Fournet will occupy Athens if his demands are not conceded.

It is estimated that the Royalist Reservists number 10,000, and that they are well armed.

PROVISIONAL GOVERNMENT DECLARES WAR.

LONDON, November 25th.

The Provisional Government at Salonika has declared war on Bulgaria.

WAR DECLARED ON GERMANY.

ATHENS, November 25th.

Greece is regarded as virtually at war with Bulgaria, as the Provisional Government, which the Allies regard as the de facto Government, has declared war on Bulgaria.

The Venizelists have also declared war on Germany, because of the torpedoing of ships carrying Nationalist forces.

ULTIMATUM BY ADMIRAL

FOURNET.

ATHENS, November 25th.

Admiral Fournet has sent an ultimatum to Greece demanding the surrender of the artillery; otherwise, he will be obliged to take suitable measures on December 1st.

INTIMIDATION FOR VENEZELISTS.

ATHENS, November 25th.

The Greek military extremists are intimidating the Venizelists, but the Allies are taking all precautions.

DANUBE OPERATIONS.

FIGHTING ALL ALONG THE LINE.

LONDON, November 25th.

A Roumanian official despatch says:—Enemy attacks at Otuz, Drago-Slavele and Curtes have been repulsed. There is no change in the Buzan valley. There has been mutual artillery bombardment at Bratocea, Predelus and in the Pira-hova valley. The enemy heavily bombarded the troops occupying the left bank as far as south of Slatina. Further south we fought successfully a column marching against Pontori. The enemy who crossed the Danube at Zimnita advanced south of Soimul station. There has been artillery and infantry fire all along the Danube. We bombarded the enemy's positions in the Dobrudja.

BAD WEATHER.

ITALIANS PROGRESS.

PARIS, November 26th.

A communiqué states:—There has been a violent artillery duel to the north and east of Monastir, but no infantry actions, owing to bad weather.

The Italians on our left wing again progressed in the direction of Tarnova.

British aeroplanes bombarded enemy camps in the region of Neohori, at the mouth of the Struma.

BRITISH AVIATORS AT BUKHAREST.

LONDON, November 25th.

Reuter learns that more British aeroplanes and pilots have reached Bukharest after very long flights.

GERMAN REPORT.

LONDON, November 26th.

A German communiqué says:—We captured Raminigulvalca, in the Alt Valley. The Roumanians are still stubbornly resisting, but the roads to the east of the Alt are crowded with fleeing baggage waggons.

We are in touch with the forces which crossed the Danube, and the latter are now before Alexandria.

NOTHING TO REPORT.

LONDON, November 25th.

A Russian communiqué says that there is nothing important to report.

IN THE DOBRUDJA.

LONDON, November 25th.

A Bulgarian communiqué, quoted by Reuter's correspondent at Amsterdam, says:—The enemy has placed larger forces than hitherto against our positions in the Dobrudja.

Naval Activities.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

SINKINGS.

LONDON, November 25th.

The British steamers *Jerseyman* and *Enigma Verne* are reported sunk.

EARLIER CABLES.

ANOTHER GERMAN RAID?

HEAVY FIRING HEARD AT DEAL.

LONDON, November 25th.

The inhabitants of Deal were awakened at midnight on Thursday by heavy firing. They rushed on to the front and saw flashes at an estimated distance of fifteen miles northwards.

The firing was most rapid and lasted for a very brief period.

A damaged drifter entered a Channel port under her own steam with a shell-hole in her water tank. The crew was unhurt.

THE "BRITANNIC" HORROR.

LOSS OF 32 LIVES.

ATHENS, November 26th.

Admiral Fournet reports that the losses on the *Britannic* totalled thirty-two lives.

SWEDISH PROTEST.

AGAINST GERMAN PIRACY.

STOCKHOLM, November 26th.

The Government has requested Germany to enquire into the sinking of the Swedish steamer *Arthur*, reserving the right to claim reparation.

"NEW ERA OF RUTHLESSNESS?"

A SWEDISH VIEW.

COPENHAGEN, November 26th.

Swedes regard the sinking of the *Arthur* as the beginning of a new era of ruthlessness against neutrals, with the advent of Herr Zimmerman at the Foreign Office.

The *Arthur* was taking coal to Gothenburg, and coal has hitherto been regarded as free.

The German excuse for sinking the vessel was that the *Arthur* formerly took pit props to England.

Franco-Belgian Front.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

HOSTILE ARTILLERY.

LONDON, November 27th.

General Sir Douglas Haig reports:—There has been hostile artillery work on our front at Courcellette, Beaumont, Bonnerne and La Bassée. We bombarded trenches south-east of Arras.

EARLIER CABLES.

ON THE SOMME.

FRENCH REPULSE ATTACK IN CHAMPAGNE.

PARIS, November 22nd.

An official message says:—On the Somme there has been fairly lively reciprocal artillery firing along the Ablaincourt-Presnois sector. Our barrage of machine-gun fire repulsed an attack in Champagne, east of the Aube River.

ARTILLERY DUELS AT VAUX.

PARIS, November 26th.

A communiqué states:—There has been mutual artillery firing in the Vaux region, and intermittent cannonading on the rest of the front.

BRITISH FRONT.

"A FLICKER OF ACTIVITY."

LONDON, November 26th.

Reuter's correspondent at the British Headquarters, writing on Saturday, states:—Apart from minor incidentals and trench warfare, there have been no encounters to-day, rain falling heavily and persistently.

The bombardment of Beaumont Hamel and Beaumont has slackened, having failed to make any impression.

A flicker of activity by German aeroplanes was promptly extinguished by our pilots felling a number.

The British are actively consolidating the new ground, which is in a deplorable condition.

BRITISH USE GAS.

LONDON, November 26th.

General Sir Douglas Haig reports:—We drove off an attempted advance by a party to the east of Beaumont Hamel, and discharged gas successfully to the south of Arras, where we repulsed raids.

NOTHING IMPORTANT.

PARIS, November 26th.

A communiqué states:—There is nothing important to report on the front.

A GERMAN CLAIM.

LONDON, November 26th.

A German communiqué says:—In a trench raid north-east of Beaumont Hamel we captured 101 British prisoners.

Italian Front.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

ITALIAN ACTIVITY.

ENEMY DEFENCES DESTROYED.

ROME, November 26th.

An Italian official message says:—There are increased artillery duels along the whole front.

We destroyed enemy defences at Tonale, in the Camonica valley region.

We molested movements in the Adige and Astico Valleys.

Our aircraft have been active, and two hostile aeroplanes have been destroyed.

General.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

GRANT TO VOLUNTEERS.

LONDON, November 27th.

It is understood that the Government will make a capitation grant to all volunteers in Great Britain.

THE GREAT TASK.

OTTAWA, November 27th.

The Duke of Devonshire, speaking at a luncheon at the Canadian Club, said he had brought a message from the people of Great Britain to the effect that they were proud and grateful to work shoulder to shoulder with the Canadians in the great task which they had both undertaken.

EARLIER CABLES.

SEVEN NEW V.C.'S.

NOTABLE CASES OF BRAVERY.

LONDON, November 26th.

Seven Victoria Crosses have been awarded, the notable cases of bravery being as follows:—

Lieutenant Bradford, of the Durham Light Infantry, who, as Temporary Lieut.-Col. assumed command of two battalions and saved the situation when the flank was endangered.

Sergeant Downie, of the Dublins, who, when most of the officers were down, shouted "Come on Dubs." The stirring appeal was immediately responded to. The men rushed on and Sergeant Downie captured a machine-gun, killing the crew. The Dublins then captured positions which had withstood five previous attacks.

There were other deeds of a somewhat similar character, but only one case of life-saving—that in which Second-Lieut. Henry Kelly, of the West Ridings, four times brought back wounded, besides doing conspicuous work in an attack.

There were outstanding cases of privates saving dangerous situations. The first was that of Frederick Edwards, of the Middlesex Regiment. His part of the line was held up by machine-gun fire and there were no officers left. All was confusion and there was every indication of a retirement when Edwards, grasping the situation, dashed out alone on his own initiative and knocked out the gun, with a total disregard for personal danger, which made a further advance possible.

The other case is that of Robert Ryder, also of the Middlesex Regiment, who showed bravery under similar circumstances. An attack was flagging for lack of leadership when he dashed out alone with a Lewis gun, with which he cleared the opposing trench, turning a possible failure into success.

D.S.O. AWARDS.

GREAT COURAGE AND INITIATIVE.

LONDON, November 27th.

The Gazette announces that Distinguished Service Orders have been awarded to the following officers of the Indian Army:—

Captain W. G. Hartington, who, although severely wounded, commanded and handled his regiment with great courage and ability throughout the action.

Captain W. F. Webb, who, although wounded, handled his battalion with the greatest courage and initiative, and set a splendid example to his men.

A bar to his Distinguished Service Order is granted to Major F. A. Maxwell, who led his battalion with the greatest courage and initiative. Later he organised three battalions and consolidated a position under very heavy fire. He had previously done very fine work for which he had been awarded the Military Cross.

Capt. R. W. Kingston for conspicuous gallantry and devotion to duty. He tended and dressed the wounded continuously under very heavy fire at close range, regardless of his own safety.

THE MECCA PILGRIMAGE.

SAFE RETURN HOME.

LONDON, November 25th.

The Times correspondent at Cairo says the Egyptian pilgrims have reached home from Mecca. They were greatly impressed by the perfect safety in which the journey was performed, contrasting with the turbulence, robbery and extortion under the Turkish regime. The Holy Carpet and the escort of the *makhlûf* were conveyed for the first time from Jeddah on one of His Majesty's ships. All the crew were Mohammedans, of whom twelve made the pilgrimage.

TURKISH SENATOR EXECUTED.

CONSTANTINOPLE, November 26th.

Senator Abdul Hamid Zehravi has been condemned by court martial for attempting to make Syria an independent Arabian Principality, and has been executed.

GERMAN COMPULSION BILL. PROTESTS IN THE REICHTAG.

AMSTERDAM, November 26th.

The Reichstag has opened. The President moved that the first reading of the Compulsory Civilian Service Bill, which applies to all men between 17 and 30 years of age, be taken on the 28th inst.

Herr Groeber, of the Centre Party, moved that the Bill be read a second time on the same day.

This evoked a storm of disapproval from both Socialist groups. Herr Ledebur characterising the motion as an attempt to stifle discussion of a Bill which delivered the workers over to the exploitation of slave drivers.

The motion was, however, adopted. (The Liberals and Conservatives protested against the attempt by the Socialists to delay the passage of the Bill, which was a heroic effort towards final victory.)

Discussion of the measure in committee on the previous day was noteworthy for a suggestion to restrict the publication of newspapers to one in each town.

Dr. Helfferich denied such intention, declaring that the Government recognised the importance of newspapers in carrying on the war.

General von Groener announced that the manufacture of guns had been considerably extended and was now no longer a monopoly of Krupp.

FRENCH REFUGEES REPATRIATED.

LONDON, November 26th.

According to Reuter's correspondent at Amsterdam, the official organ *Nord-deutsche* says 20,000 French refugees are being repatriated, distress preventing them from remaining in Germany.

NEW GERMAN AMBASSADOR.

November 25th, 2:14 p.m.

Count Wedel has been appointed German Ambassador at Vienna.

SMALL-POX IN HONGKONG.

Small-pox cases are on the increase in Hongkong. During the week ending November 25th 23 cases were reported (one European and the rest Chinese), 19 of which proved fatal. Twenty of the cases occurred in the city of Victoria. The previous highest figures recorded recently for one week were eleven cases and eleven deaths.

During the same week there was a non-fatal British case of scarlet fever, a non-fatal Chinese case of puerperal fever, two cases of enteric fever (one Chinese and one Japanese), one of which proved fatal, and three cases of diphtheria (all Chinese, one being imported) one of which was fatal.

FAR EASTERN MEN AND THE WAR.

The list of wounded in the roll of honour published in the *Daily Chronicle* of September 27th, includes the name of Lieut. O. S. Benbow-Rowe, King's Own Shropshire Light Infantry. Lt. Benbow-Rowe is a brother of Mr. E. S. Benbow-Rowe, Assistant Secretary of the Shanghai Municipal Council, and prior to the war was in Messrs. Shewan, Tomes & Co., Kobe. He left Shanghai on the P. & O. *Nagoya*, December 28th, 1914, and for the past eighteen months, has been with the army in France and Flanders.

WAR NEWS.

NORWAY AND GERMANY.

A newly arrived Norwegian, interviewed in London on October 14th, states that a Norwegian statesman of the first rank recently told him that Germany was trying to force Norway into the war and would like any excuse to seize a Norwegian base. But Norway would not play Germany's game. The traveller added that many Norwegians whose ships had been sunk had signed on in British merchantmen.

AMERICA AND BRITAIN.

Sir George Cave, Solicitor-General, addressing a Navy League meeting at Richmond on Saturday evening said: "I think that when the United States Government made some kind of representation to us about what she called the hovering of our cruisers on the American coast she took a great responsibility on her shoulders, and I think she realises it now. As the Germans have sunk a number of neutral vessels, I think we are entitled to defend ourselves. The incident has taught the United States a great lesson, which will not be lost upon her Government."

FIGHTS FOR TWO REDOUBTS. BRITISH COMPANY'S NEAT ATTACK.

We have been doing some excellent work on the extreme left of the battle front (says *The Times* special correspondent) at British Headquarters, writing on October 15th), the result of which has been to give us rather over 400 prisoners and the command of some troublesome little bits of ground which carry with them the last scrap of direct observation which the enemy possessed on our positions from the farther edge of the Thiepval spur.

In my dispatch of October 12th it was said that the thrust of that day did not extend to the left of Le Sars, "except for a minor local and independent movement" in the region of the Schwaben Redoubt." On the following day this was succeeded by a similar local operation in the region of the Staff Redoubt, a little farther to the east. Both movements were entirely successful, with the results that I have stated.

The Schwaben Redoubt is about 1,000 yards to the north of Thiepval and consists of a mass of trenches and strong points covering an area of nearly 700 yards in its longest diameter. We have for some time been in possession of the greater part of this labyrinth, but the enemy has clung desperately to the northern fringe with certain formidably entrenched positions beyond. This northern fringe was, if only by a few feet, the highest point of the Redoubt. From it the Germans could—as far as we could let them—still more or less overlook us. Beyond it the ground begins to dip almost immediately steeply down to the Ancre, and the enemy has been able to bring up reinforcements and supplies from the valley below. Of late this has been extremely precarious work, for his main channel was by a trench, known as Strassburg Trench, which is under direct fire from our positions above. Kamel across the valley on the left. Strassburg Trench has been almost obliterated, and even at night it has been costly work for the enemy to feed his posts at the top of the slope.

How strongly the positions were held, however, is shown by the fact that in Thursday's attack on this point alone we took, after short but severe fighting, over 250 prisoners. On the left of the Redoubt itself we pushed our front forward a distance of some 300 yards farther up along the old German first line, and enough additional prisoners came from here to bring the total up to rather over 300. They belong to the 110th Regiment, of which I have spoken before as being at this point.

Staff Redoubt, which is of smaller extent, lies something over 1,000 yards to the right, or eastward; and here, again, while we have been in possession of the area known especially as the Redoubt, there were certain other strongholds about what is known as The Mound (of which you have heard before), a couple of hundred yards or so beyond. Since The Mound received its name, however, the pounding with our shells has been such, and the ground has become so hummocky that the place is as often as not spoken of in the plural, as "The Mounds." This point, again, is close to the edge of the dip of the river, and the Germans have had channels of communication through a double line of trench and a sunken road running down to Grandcourt.

ARTILLERY AND GUNNERS.

Owing to the formation of the ground and the dip beyond it has been very difficult for us to get good observation on it for our artillery. There have been very few spots in this battle, however, which our aeroplanes and our gunners have not succeeded in handling between them. Only twice, I believe, since the battle began in all the hundreds of operations which have taken place have our infantry found unsuspected trenches in their way. In both cases, as I reported at the time, the trenches were newly made, of small extent, and just over the brow of a ridge.

Here, by Staff Redoubt, our guns did admirably. When our troops went over, after the short whirlwind bombardment such as has been described more than once, they found the wire before the positions cut everywhere. That was all that they asked. They were in among the machine guns with the bayonet before the enemy had time to get the guns to work. The front was so small that only one company was in the attacking line, and the job was so neatly done that no supports were needed. Our total losses, including all minor casualties, were just 35, and the company sent back over 100 prisoners. For a small affair it was about as good as it could be, and it had a topographical importance out of all proportion to the numbers engaged.

The two operations at the Schwaben and Staff Redoubts together give us a very excellent position now at this corner of the front, and the importance which the enemy attached to his last foothold on the spur is shown by the strength in which the two positions were held. The 400 prisoners taken represent, of course, a much larger casualty list. The intricacy of the German defences here, on which he has been at work for two years, is almost incredible, and the whole slope down to the front line in the valley below seems to be honeycombed with huge dug-outs. Tales of various prisoners confirm each other to the effect that there is one dug-out near a dressing station and hospital which contains 125 beds.

Meanwhile, our grip on the whole of this left front is making it very unpleasant for the enemy in some of his gun positions. From many of these we know that the guns have been withdrawn, and those which remains are having a awful time.

SWEDEN AND THE WAR.

LORD R. CECIL STATES BRITISH CASE.

NEED FOR GUARANTEES.

In an interview upon the statements made to the Stockholm correspondent of the Associated Press by the Swedish Prime Minister, Lord Robert Cecil says:—

I notice that the Swedish Prime Minister states that the action of Sweden has been dictated solely by considerations of that kingdom's own necessities and future welfare, and not by any partisan reasons. I hope it is not necessary for me to say that we fully appreciate reasons of this nature. We are fighting in this war to vindicate the rights of all nations to develop themselves freely, unhindered by the menace of military aggression. We ask no favours from neutrals. But we do ask that they should not hinder our belligerent rights in the life-and-death struggle which we and our Allies are waging.

The Prime Minister further states that he is opposed to any mediation by Sweden at present, as this might compromise Germany and arouse the suspicions of the Allies. As for Germany, I am not in a position to speak, but for ourselves and Allies I can say that we, who did not wish this war, and entered upon it reluctantly, are determined now we are in it to obtain a victory which will ensure a lasting peace, by showing the enemy that wars of aggression will not be allowed to succeed. The Swedish Prime Minister goes on to say that he is in harmony with the American protest against the black list, but I observe with some surprise that he makes no allusion to his attitude towards the American protests against the German submarine atrocities, surely a far graver matter for neutrals.

GERMAN SUBMARINE POLICY.

The German submarine policy is in one aspect an outrage on the commercial interests of neutral nations. Hundreds of neutral merchant vessels are now lying at the bottom of the sea. Thousands of tons of cargo have been destroyed, and all this without any pretence of judicial inquiry, and often for the flimsiest of reasons. Yet all this is the smallest part of the evil which has been thus wrought. Peaceful citizens of all countries and of both sexes have been foully murdered at the bidding of German militarism. Others have been mutilated. Others have been exposed in open boats to the fury of the sea. It is strange that these matters should have been forgotten.

As to the merits of the black list controversy, I have explained before that the black list is an attempt to prevent British subjects trading with enemy firms or with firms that trade in the enemy interest. That the Swedish Prime Minister, or any neutral, should claim to compel British firms, when their country is engaged in a life-and-death struggle, to help enemy trade, is a claim for which there is no precedent and which cannot be admitted. For the British Government to prevent its own subjects from helping the enemy violates no rule of law, equity, or morals, and is an elementary precaution, taken in the interests of national safety.

With regard to the commercial measures taken against trade with Germany through Sweden, Great Britain and her Allies are at one in their determination to use their naval forces for the purpose of preventing the import of goods to enemy countries. No one, surely, can complain of that. It is impossible for us to permit the unrestricted import of goods to neutral countries by which such neutral countries would become channels of supply to the enemy. At the same time, we are, and have always been, most anxious to facilitate the import into neutral countries, including Sweden, of all goods needed for their home requirements, allowing for the normal development of their industries, providing that satisfactory guarantees are obtained, either from importers or from some Government body that the goods will not in any form be re-exported to the enemy.

GUARANTEES REQUIRED.

It follows that the unrestricted import of goods, which would release home products of a similar nature for exportation, cannot be agreed to by us. That is, indeed, for all practical purposes the same thing as importing goods through Sweden into Germany. The trader profits by the high prices prevailing in enemy countries which are caused by the blockade, and at the same time imports goods through the blockade, which are purchased at a lower price, to replace the home produce which is sold to our enemies. Such a traffic cannot be supported on any equitable ground.

The guarantees against re-exportation which his Majesty's Government ask for to safeguard their interests are therefore:

- (1) That the quantities imported should be restricted to the known requirements of Swedish home consumption.
- (2) That there should be a prohibition of export of such goods which is not rendered ineffective by the grant of licences.
- (3) That the importer shall afford effectual guarantees against re-export in any form.

How these objects can best be secured without injury to genuine neutral trade is no doubt a problem. We have been always anxious for a friendly discussion of it with the Swedish Government or Swedish traders. We believe that the best plan is for importation to be undertaken and controlled either by a central association, which would distribute the goods to regular and reliable importers (and so prevent the accumulation of

(Continued at foot of next Column.)

TEACHING THE PEOPLE TO SAVE.

£30,000,000 LENT TO NATION IN NINE MONTHS.

On September 2nd, 30,000,000 war saving certificates had been applied for, and Exchequer Bonds to the amount of £30,000,000.

These are wonderful figures. They indicate that within less than nine months the small investor has provided the Government with considerably over £30,000,000 towards financing the war. The story of how this has been accomplished is worth the telling.

The National War Savings Committee has Mr. R. M. Kindersley, who is the governor of the Hudson Bay Company and a director of the Bank of England, as its acting chairman. As soon as possible it commenced the work of establishing War Saving Associations in all parts of the country. The first association was affiliated on April 6th. Since then 7,559 have been formed with memberships ranging from 50 to 5,000.

Employers in all parts of the country are enthusiastically promoting the activities of the associations. In some cases they are buying large blocks of certificates, so that when a man begins to contribute his 6d. a week, interest begins at once instead of waiting 31 weeks.

SECURITY OF PURCHASE.

The fear has been expressed that men may be deterred from taking up membership in the associations on the ground that they do not wish their employers to know how much they are saving. The War Savings Committee have not come across a single instance of this. Indeed, if their scheme is adopted, no one but the investor himself need know how much he is putting by each week.

All the organizing work is in the hands of four commissioners, who have each a district committed to their charge. These are Mr. James Parker, M.P., Mr. Mr. J. W. Pratt, M.P., Mr. A. H. Marshall, M.P., and Mr. Theodore Chambers, who have voluntarily undertaken the work. They have under them 18 local representatives, and 490 local committees have been formed. Many gentlemen have placed their services at the disposal of the committee as speakers, and meetings are being held in all the great industrial centres.

The war saving certificates were available on February 22nd. On the first day 2,204 were applied for. The first association was formed on April 6th, and the following certificates were applied for before that date:—

Last 7 days of February	282,396
Month of March	1,371,045
First 3 days in April	158,023
Total	1,790,964

How the number of applications increased after the associations began to be formed will be appreciated from the following tables:—

February 22nd	2,204
February 29th	68,042
August 9th	1,029,189

During August—a holiday month—12,306,142 certificates were issued. The latest returns are complete up to September 2nd, and up to that date 30,907,785 certificates had been applied for. On January 10th the Treasury announced that exchequer bonds of £5, £20, and £50 could be obtained. On September 2nd, £43,000 of these had been purchased to the value of £30,100,000.

BIG CONTRIBUTIONS.

Interesting facts have come to the knowledge of the committee. At one financial house in the City the whole staff, from the manager to the charwomen, have joined the association formed there. At a factory near London 3,483 certificates have been sold in seven weeks.

At Kighley 82 associations have been formed, and £15,000 raised. The payments now amount to over £1,000 a week, which is equal to 6s. 6d. per head of the population of the town. At Watford 1,140 new members have joined the associations there during the past fortnight. At Norwich £15,398 have been subscribed within the past six weeks.

Mr. Kindersley takes great interest in the work of the committee. "We are discovering an entirely new vein," he said to a *Daily Chronicle* representative. "The expenditure of the Government is now about £1,825,000,000 a year. Of this, about £500,000,000 goes abroad. The normal expenditure of the country is about £200,000,000, so that about £1,100,000,000 extra is being spent at the present time. Of course, all this is not new in extra wages, but a good deal of it is, and it is here that the value of our work is shown."

"But we are doing something more than finding a handsome sum for the Government; we are inducing people to save who never saved before."

stocks in the hands of "jobbers" for the purpose of driving up prices) or, alternatively, by associations of traders interested in separate industries. We have, however, always been prepared to assent to any other plan by which the above principles could be secured. There can be little doubt that if a general arrangement on the above lines, or special arrangements for particular commodities, could be arrived at, it would have the effect of steadying prices, of enabling regular importers to obtain their requirements, of avoiding delays for shipping, and of preventing the speculation which is now rife to the detriment of the people at large.

In conclusion Lord Robert added:—We showed our willingness to arrive at an agreement by the negotiations we entered into with Sweden last year, negotiations which, unfortunately, from lack of goodwill on our part, did not result in an agreement. We have been and we are ready to consider the matter afresh, with every desire to take into account the normal requirements of Sweden, and to make allowances for all cases in which her requirements are now greater than before the war owing to the development of her industries.

SUPER-ZEPPELIN SECRETS.

EYE-WITNESS ACCOUNT.

[BY H. W. WILSON.]

All the secrets of the mysterious super-Zeppelin are now known to the British air services, including the secret of bringing these huge and delicate gas-bags down.

So much I can say—after a close inspection of super-Zeppelin L 33, which on September 23rd was forced by our fire to alight in Eastern Essex, and which has supplied our designers with all the drawings and patterns they require. This is the first detailed description of a super-Zeppelin ever published by an eye-witness.

The external of the airship, her outer fabric and gas-bags, were destroyed by fire. But all the essentials remain—all the elaborate contrivances of murder, all the gear for operating the engines, all the tackle for manoeuvring the ship.

The skeleton of the monster is not visible until you draw very close to it. It is a strange, spidery affair of delicate trellis work in silver metal with no sheen and no tinkle but a sepulchral rustle. The girders are of almost inconceivable lightness. What looks a prodigiously bulky portion of the framework can be lifted with one hand. Instead of weighing a hundredweight it scales a few pounds. The whole structure seems like a device from another world and another age.

Standing by the wreck we can reconstruct the scene aloft as the vessel (she is 680ft. long and 72ft. in diameter, or rather larger in bulk than the *Lusitania*) whirled through the air to attack our British women and children at a speed of some 63 miles an hour—for nights were usually chosen when no wind was blowing, and her engines will propel her at that speed in a calm. The work of navigation is carried out from the forward gondola, which was of large size, 30ft. or so long. This gondola was made of stout aluminium and in appearance closely resembled a covered-in boat, though from the weight of the machinery inside it it would not have floated.

THE MURDER KEYBOARD.

It was divided into three compartments. In the first was the captain, right in the bows of the ship, looking through non-flammable celluloid windows, which were pierced through the cotton fabric that closed the gondola in above. Conveniently placed for him were two wheels to operate the elevating and horizontal steering rudders, and other wheels controlling the water ballast and the petrol tanks. Before him was a little keyboard with which murder was done. It showed sixty small buttons like the pushes of an electric bell, each of which operated one bomb-dropping hook and released a bomb. Another lever withdrew a shutter which had to be withdrawn before the bomb could fall.

Astern of the captain's cabin in the same gondola was a little room, 6ft. by 4ft., used by the wireless operator and containing the wireless instruments, which were supplied with current from six dynamos, one attached to each engine, thus leaving nothing to chance. Astern of the wireless room, again, still in the same gondola and isolated from the wireless room by an air-space of about an inch, were one of the six engines and a dynamo, also two machine-guns of ordinary German calibre on tripod mountings of amazing lightness.

The engine is still in good working order. It is of Maybach (Mercedes) type and develops 240-h.p. One of the great surprises of this airship is that immediately behind the forward gondola and driven by its engine is a propeller amidships, underneath the ship. There was nothing of the kind in the Zeppelins brought down in France and at Salonika. It is one of the distinctive features of the super-Zeppelin.

"CAT-WALK" INSIDE.

To pass from this gondola down the ship one had to climb through a kind of trap-door framed in aluminium into the "cat-walk," a perilously narrow gangway only 9in. wide that runs the whole length of the wreck. On the aluminium girder framing the thinnest of planking was laid. Some part of it has survived the fire and could be very plainly seen.

Passing down this "cat-walk" inside the walls of thin cotton fabric, greyish white, one reached the compartment containing bombs. Here hung the missiles on sixty hooks, and below them was the sliding shutter. In the "cat-walk" was another interesting find, a lavatory with fittings of fairy lightness.

Near the centre of the ship, progressing from bow to stern, were suspended two other gondolas. These hung side by side, spaced out a little on either beam. They are of much smaller size, only 18 ft. long and each contains one Maybach 240 h.p. engine, one dynamo, and one machine-gun. The engines are fitted with ingenious starting gear, which, we were told, works exceedingly well. Each engine drives a propeller which is stayed out at the side of the ship with aluminium alloy struts. These are circular, but to diminish the wind resistance the Hun has carefully covered them with thin three-ply wood in a stream-line casing of astounding lightness and efficiency.

In the amidships gondolas were neat little aluminium cupboards, which at the time of the capture contained Hun comestibles. They were of good design and took little space.

The last and fourth gondola was placed astern in the centre line and was of large size, about 30ft. long. It contained two machine-guns and three engines, all of Maybach type and 240-h.p., each driving one dynamo and propeller. Two of these propellers were stayed out on either beam of the airship; the third was at the stern, about 30ft. in from the end of the ship. A similar propeller was observed in the Zeppelin brought down by the French at Bermyng.

(Continued at foot of next Column.)

SWEDISH MISSION TO ENGLAND.

OFFICIAL STATEMENT.

The following official announcement was made in Stockholm last month:—

The difficulties caused by the measures taken by Great Britain in regard to the importation into Sweden of merchandise of great importance must have the result, if they continue or increase, of making it imperative for Sweden to organize a system of distribution based upon conditions as to what goods should be regarded as of first necessity and in conformity with the system employed by certain belligerent countries. This system would include not merely the necessities of life but also agricultural implements, raw materials for industries, etc. Only in this way can it be hoped to minimize sufficiently the dangers and disadvantages attendant on the lack of supplies. Preparatory measures for the introduction of such a system have already been taken.

In view of the hardships on the population involved in this kind of system, and in view of the importance of seeking to get rid of obstacles in the way of our exportation, which is of such importance, the Swedish Government has thought it its duty to make a new effort to effect an amelioration of our existing commercial conditions without, however, losing sight of other essential interests. To this end the Government has decided, after consultations with the British Government, to open negotiations in London through the means of a special delegation. Absolute accord as to the bases of these negotiations prevails in the Council of Ministers, who are in entire agreement with the unanimous report on the matter drawn up recently by the Commercial Commission of the State.

1,440-HORSE POWER.

Thus this ship has six propellers in all and engines of 1,440-h.p., as against four propellers and engines of 540-h.p. in the first naval Zeppelin. The propellers were connected with the engines by aluminium shafting, which seemed to be of great strength. But a large piece of one shaft broke away from this ship and fell at a distance of three miles. Whether it was through damage from gunfire is not certain, but the airship showed marks of hits and seemed to have been struck on her petrol tanks.

No observation car for lowering was found, but it is possible that if she carried one it was thrown overboard shortly before she landed, as she made an effort to proceed to sea and did go some little distance out before returning and making her landing. The reason she came down was presumably that the breaking of this shaft and loss of petrol made it impossible for her to cross the North Sea. She threw out many objects, including most of her guns.

The interior of the airship, as it now is, in a somewhat dismantled state, has been compared with that of the Crystal Palace. The comparison is not satisfactory; there is an aerie fairy-like effect in the great framework, which has visibly sagged down amidships and has now in places been cut away for closer examination. An extraordinary tangle of wires stretches from girder to girder and makes it appear as though gigantic spiders had been at work. These wires, which are exquisitely attached to the framework, were used to keep it taut, and can be tightened by a central cable which runs from the bow to the stern and has an arrangement for tightening of the simplest and most efficient character. Possibly the work of making the ship taut can be carried out when she is still in the air.

The gas was contained in 24 ballonets, each connected by a valve with a central gas-supply pipe. The ballonets were burnt, but enough of the fabric remains to show that it was of a thin silk or cotton, water- and gas-proofed. They were separated, not, as some have supposed, by spider-webs of wire, a web between each pair of ballonets. The gas capacity was 2 million cubic feet, nearly three times that of the first naval Zeppelin, and the total weight in the air 60 tons, of which 9 tons was aluminium framing. Of this the weight of bombs probably 14 1/2 to 2 tons; the petrol tanks could contain 2,000 gallons. A mark on one of them gave the date of the ship. It read in red paint: "H 14 7 16." So that she was apparently completed on July 14th, 1916.

For defence against attack from above the super-Zeppelin was well equipped. Forward were two gun platforms near the nose of the ship, in each of which was mounted a .5in. (half-an-inch) quick-firing gun. A similar platform was placed astern, so that in all three .5in. guns were mounted on the top of the ship. They were kept well away from the ventilators which carried off escaping gas.

The tales that between the ballonets and the outer cover is a chamber warmed by gas from the engine exhaust do not seem to be true, though the exhaust from the engines is led up through the airship and thus kept its interior tolerably warm.

The fabric used for the outer cover at a little distance looks like newspaper printed with microscopic type. It is exceedingly tough, and though thin can scarcely be torn and is difficult to cut. It resembles a very strong twill. The crew were not—as some might have expected—chosen for their lightness. They were a mixed assortment, light and heavy men, and numbered 22 in all.

There was an object which seems to have been a smoke-producing apparatus, to enable the airship to make her own clouds.

Many of the parts have now been removed for use by our constructors, for whom, also, the aluminium alloy (worth £400 a ton) will be smelted down.—*Daily Mail*

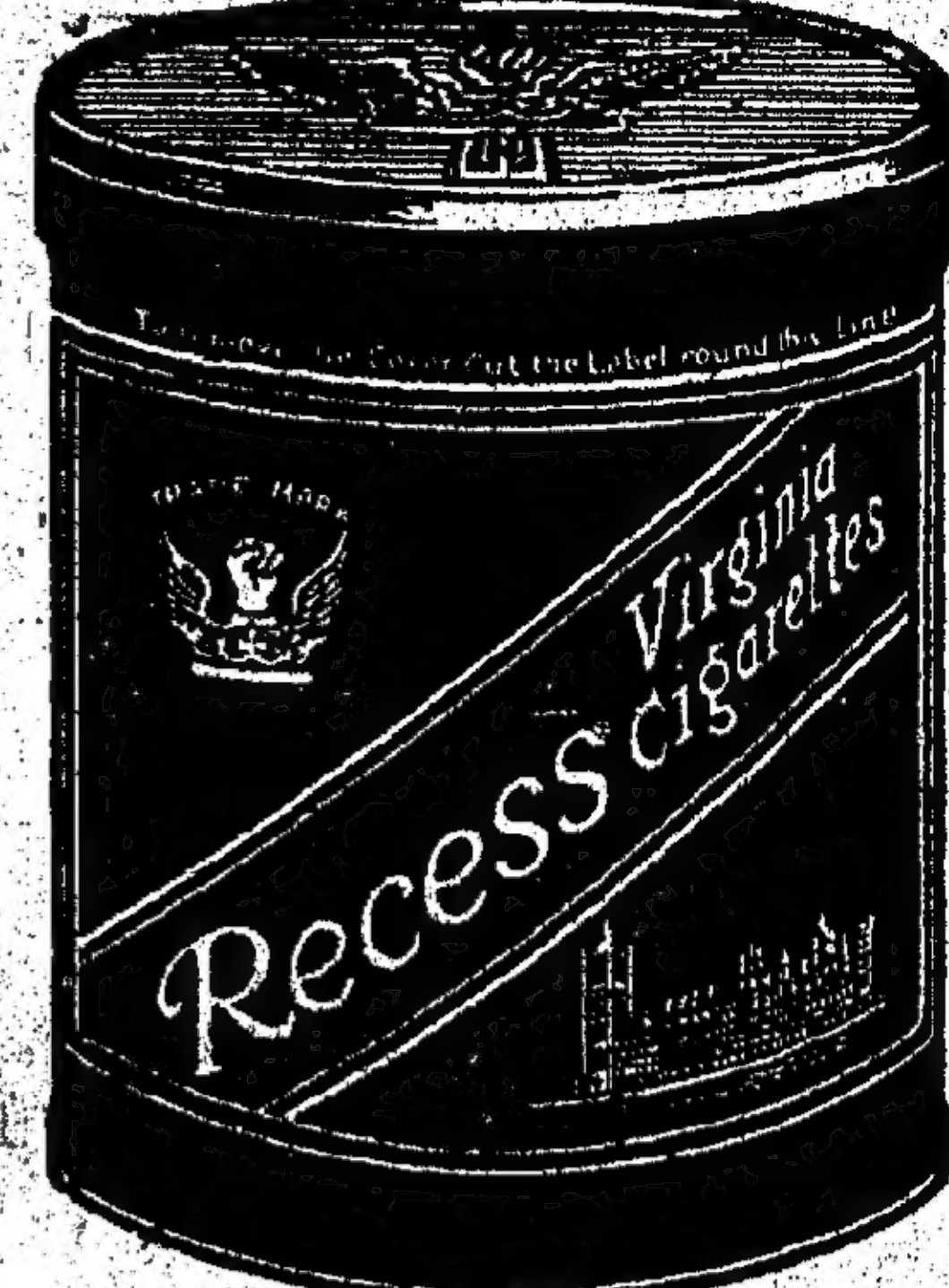
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75-8

SHIPPING

ARRIVALS.

BENTEN MARU, Japanese str., 2,015, C. Tomita, 26th November—Singapore 19th November, General—Nippon Yusen Kaisha.

CEYLON MARU, Japanese str., 3,077, B. Isoda, 27th November—Singapore 22nd November, General—Nippon Yusen Kaisha.

FAUWANG, British str., 1,410, H. S. Minkin, 27th November—Singapore 19th November, Rice—Jardine, Matheson & Co., Ltd.

JOSHIN MARU, Japanese str., 1,153, T. Narushima, 26th November—Singapore 22nd November, Coal and General—Osaka Shosen Kaisha.

KENKON MARU, Japanese str., 1,895, 25th November—Singapore 19th November, Coal—Dodwell & Co.

LIANGCHOW, British str., 1,209, J. R. Owen, 26th November—Singapore 19th November, Rice—Butterfield & Swire.

MAUSANG, British str., 1,414, A. M. 27th November—Singapore 20th November, General—Jardine, Matheson & Co., Ltd.

MANILA MARU, Japanese str., 3,000, N. Kobayashi, 27th November—Singapore 24th November, General—Osaka Shosen Kaisha.

NANKIN, British str., 4,200, G. Manley, 26th November—Singapore 19th November, P. & O. S. N. Co.

8 Jacon, Dutch str., 1,873, F. Bauer, 26th November—Singapore 19th November, General—Java-China-Japan Lijn.

SHANTUNG, British str., 1,563, J. Meathrel, 27th November—Singapore 23rd November, General—Butterfield & Swire.

SHANGHAI, Chinese str., 270, H. 23rd November—General—Order.

TELEMACUS, British str., 1,500, A. Fraser, 27th November—Singapore 20th November, Rice—Order.

THAIAP, Dutch str., 2,470, 27th November—Balik Papan 20th November, General—Java-China-Japan Lijn.

YUSANG, British str., 1,122, S. Finderson, 26th November—Singapore 21st November, Rice—Jardine, Matheson & Co., Ltd.

CLEARANCES.

IN THE HARBOUR MASTER'S OFFICE, November 27th.

BENTEN MARU, Jap. str., for Moji.

RANGOON MARU, Jap. str., for Singapore.

DEPARTURES.

CHIYO MARU, Jap. str., for Moji.

CHIYOMARU, British str., for Vladivostok.

FOOCHOW, British str., for Canton.

MISHIMA MARU, Jap. str., for Shanghai.

NANKIN, British str., for Canton.

SHANTUNG, British str., for Canton.

YUSANG, British str., for Canton.

PASSENGERS.

ARRIVED.

Per Shantung, from Shanghai, Mr. Henderson.

Per Liangchow, from Saigon, Mr. W. S. Bengel, Mr. M. H. Crawford, Mr. C. Pope, and Mr. H. Batinet.

Per Nankin, from London, etc., Miss Bodenoch, Rev. Craddock, Miss Clift, Mr. Griffith, Master Kynoch, Mr. and Mrs. Lilley, child and infant, Miss August, Miss Piercy, Mr. Rosenthal, Capt. Talbot, Mr. Phillips and native servant, Mr. Waters, R.N., Miss Wheeler, Mr. C. H. Owen, Miss Shirriff, Mr. F. M. Campbell, Mr. F. M. Philip, Miss Ham, Miss Harding, and Mr. Hartfield.

DEPARTED.

Per Mishima Maru, for Japan, etc., Mr. Turner, Mr. Linton, Mr. Sorensen, Mr. Hertz, Mr. Komaki, Mr. Wakasaka, Mr. Satoh, Mr. Kubo, Mr. and Mrs. W. G. Anderson, Mr. Katsuhara, Col. Takegami, Mr. Hirahara, Major Hirose, Mr. P. Voss and servant, Mr. Weguli, Mrs. Wakeford Cox, Miss Wakeford Cox, Mr. and Mrs. G. Onishi, Mr. Hasegawa, Mr. Ohashi, Mrs. Watanabe, Miss Aoki, Mr. Abe, Mrs. Konohe, Miss Miller, Mr. Tashiro, Capt. K. Ono, Mrs. Vincent, Miss Kier, Dr. and Mrs. Peak, Masters Peak (2), Mr. T. Tsurutani, Mr. C. Wagner, Miss Fairbridge, Miss Piggett, Col. and Mrs. Idogawa, Mr. Adrem, Mr. Hart, Mrs. Takahashi, Miss Burton, Mrs. Newman, Miss A. Newman, Mrs. St. Clair Knox, Miss St. Clair Knox, Messrs. Fujimura, Shimane, Niibe, Kimura, Furukawa, K. Nishimura, K. Usuda, H. Noda, Horiya, Tahihani, and Graham.

VESSELS EXPECTED.

CANADIAN MAIL.

The str. *Empress of Russia* arrived at Vancouver on 20th instant, at 7 p.m.

The str. *Empress of Japan* left Yokohama on 24th instant, at 3 p.m., en route Vancouver.

AMERICAN MAIL.

The Pacific Mail str. *Ecuador* left San Francisco on the 26th instant, and may be expected to arrive here on 23rd December, and will leave for San Francisco December 30th, at noon.

The Pacific Mail str. *Venezuela* from San Francisco left Kobe on the 22nd instant, and is due here on the 3rd December, and will leave for San Francisco on the 6th December, at noon.

AUSTRALIAN MAIL.

The str. *Eastern* left Sydney on the 15th instant for this port (via Queensland ports and Manila), and may be expected to arrive here on or about the 6th December.

LATEST STEAMER MOVEMENT.

The str. *Salamis* left Kobe for this port on 23rd instant, and is due to-morrow, at about 4 p.m.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTION.	DESTINATION	VESSEL'S NAME	FLAG & TON	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
1. From Green Island to the Harbour Master's	LONDON & BOMBAY VIA USUAL PORTS OF CALL	MAITIA	Brit. str.	28	C. O. Talbot, R.N.E.	P. & O. S. N. Co.	On 1st Dec., at Noon.
2. From Harbour Master's to Blake Pier.	LONDON VIA USUAL PORTS OF CALL	KATORI MARU	Jap. str.	28	B. Kon	NIPPON YUSEN KAISHA	On 9th Dec., at Noon.
3. From Blake Pier to Naval Yard.	GENOA & LONDON	NANKIN	Brit. str.	28	G. Manley	P. & O. S. N. Co.	On 15th Dec., at Noon.
4. From Naval Yard to East Point.	MASSILLON VIA PORTS	OLYMPIA	Brit. str.	28	J. McGregor	SHAW, WATSON & CO.	About 2nd half of Dec.
	MAURITIUS & SOUTH AFRICAN PORTS	OLYMPIA	Brit. str.	28	D. A. Gardiner	THE BANK LINE, LIMITED	About 4th Dec.
	VICTORIA & TACOMA VIA MANILA	SALAMIS	Jap. str.	28	T. Hamada	OSAKA SHOSHI KAISHA	On 30th inst., at 3 p.m.
	VICTORIA, B.O., & SHANTUNG VIA SHANGHAI	TACOMA MARU	Jap. str.	28	Alamada	NIPPON YUSEN KAISHA	On 20th Dec., at Noon.
	MEXICAN, PANAMA & CHILE PORTS VIA JAPAN	KITO MARU	Jap. str.	28	Murasumi	TOYO KISEN KAISHA	On 9th Dec., at Noon.
	NEW YORK VIA SHANTUNG, SAN FRANCISCO, & BOSTON AND NEW YORK	TOSHIHIMA MARU	Jap. str.	28		NIPPON YUSEN KAISHA	On 4th Dec.
	SAN FRANCISCO VIA MANILA, JAPAN, & SAN FRANCISCO	EURYMEDON	Brit. str.	1		BUTTERFIELD & SWIRE	About 10th Dec.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	KORRA MARU	Jap. str.	28		TOYO KISEN KAISHA	Tomorrow, at Noon.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	KISHIN MARU	Jap. str.	28		JARDINE, MATHESON & CO., LD.	On 9th Dec., at Noon.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	VINCEVOLO	Jap. str.	28		PACIFIC MAIL S.S. CO.	On 12th Dec.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	TIMOR MARU	Jap. str.	28		TOYO KISEN KAISHA	On 19th Dec., at Noon.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	CHINA	Jap. str.	28		CHINA MAIL S.S. CO., LTD.	On 31st Jan.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF AFRICA	Brit. str.	28	T. H. Dobson	CANADIAN PACIFIC O. S. LD.	On 30th inst.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF JAPAN	Brit. str.	28	S. Robinson	JARDINE, MATHESON & CO., LD.	Early in Nov.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF RUSSIA	Brit. str.	28	W. Dixon Hopcraft	CANADIAN PACIFIC O. S. LD.	On 24th Dec.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	A. J. Bailey	CANADIAN PACIFIC O. S. LD.	On 10th Jan.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Soyeda	NIPPON YUSEN KAISHA	On 13th Dec., at 4 p.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	F. Carter	NIPPON YUSEN KAISHA	On 26th Dec., at 11 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Takada	JAVA-CHINA-JAPAN LIJN	On 11th Dec., at 10 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	W. G. Cowan	BUTTERFIELD & SWIRE	On 4th Dec.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Touma	NIPPON YUSEN KAISHA	Tomorrow, at 4 p.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	D. R. Davies	BUTTERFIELD & SWIRE	To-day, at Noon.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	J. Mostrol	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	B. D. Morrison	JARDINE, MATHESON & CO., LD.	On 1st Dec., at 11 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	H. E. Glynn	JARDINE, MATHESON & CO., LD.	On 2nd Dec., at 11 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Fajoka	NIPPON YUSEN KAISHA	On 4th Dec.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Campbell	JARDINE, MATHESON & CO., LD.	On 3rd Dec., at 11 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	E. S. Jones	BUTTERFIELD & SWIRE	On 3rd Dec., at 11 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Dorcas	JAVA-CHINA-JAPAN LIJN	On 8th Dec.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	H. R. Hetherington	P. & O. S. N. Co.	About 6th Dec.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	T. Sekine	NIPPON YUSEN KAISHA	On 16th Dec., at 10 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	L. D. Pinckney	P. & O. S. N. Co.	About 17th Dec.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Yamamoto	NIPPON YUSEN KAISHA	On 14th Dec.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	T. Norishima	OSAKA SHOSHI KAISHA	To-day, at 8 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Murakami	OSAKA SHOSHI KAISHA	On 3rd Dec., at 10 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	A. H. Stewart	DOUGLAS LAFFRANK & CO.	To-day, at 10 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	A. H. Stewart	DOUGLAS LAFFRANK & CO.	On 1st Dec., at 11 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	J. W. Evans	DOUGLAS LAFFRANK & CO.	On 8th Dec., at 11 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	S. Topham	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Kidgell	JARDINE, MATHESON & CO., LD.	On 2nd Dec., at 3 p.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	J. Walker	BUTTERFIELD & SWIRE	On 5th Dec., at 4 p.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Y. Ishikawa	OSAKA SHOSHI KAISHA	On 7th Dec., at Noon.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	W. Monney	JARDINE, MATHESON & CO., LD.	On 9th Dec., at 3 p.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Hirata	OSAKA SHOSHI KAISHA	On 1st Dec., at 10 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	K. E. Toubson	NIPPON YUSEN KAISHA	On 14th Dec.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	F. Monney	BUTTERFIELD & SWIRE	On 1st Dec., at Noon.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	Trade	JARDINE, MATHESON & CO., LD.	On 30th inst., at Noon.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	J. B. Evans	NIPPON YUSEN KAISHA	On 30th inst., at Noon.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	W. Benson	JAVA-CHINA-JAPAN LIJN	On 2nd Dec., at 3 p.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	D. W. Elsie	BUTTERFIELD & SWIRE	On 30th inst., at 10 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	R. A. Matthews	JARDINE, MATHESON & CO., LD.	On 2nd Dec., at 7 a.m.
	SAN FRANCISCO VIA SHANGHAI, JAPAN, & SAN FRANCISCO	EXPRESS OF SWITZERLAND	Brit. str.	28	G. H. Alcock	JARDINE, MATHESON & CO., LD.	On 6th Dec., at Noon.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TO	STRAMER	TO SAIL
HAIPHONG	"LOKSANG"	Thursday 30th Nov. 7 a.m.
SINGAPORE, PENANG & CAL. UTTA	"LAISANG"	Thursday 30th Nov. 7 a.m.
SHANGHAI	"WINOSANG"	Friday 1st Dec. 11 a.m.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Saturday 2nd Dec. 11 a.m.
HAIPHONG	"TAKSANG"	Saturday 2nd Dec. 7 a.m.
MANILA	"YUSANG"	Saturday 2nd Dec. 7 a.m.
SHANGHAI	"YUSANG"	Sunday 3rd Dec. 11 a.m.
SANDAKAN	"YUSANG"	Sunday 3rd Dec. 11 a.m.
MANILA	"YUSANG"	Sunday 3rd Dec. 11 a.m.

RETURN TOURS TO JAPAN.

The steamers "KUTSANG," "LAISANG," and "FOOKSANG," leave about every 2 weeks, generally call at Shanghai en route for Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 23 days. This service is supplemented by the "YATUNG," "KUMSANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offering), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kuddai, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

Telephone No. 215.

For Freight or passage, apply to

JARDINE, MATHESON & CO., LTD.,
General Managers

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

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Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

FOR	STEAMERS	DATE OF DEPARTURE
GENOA	"MERIONETHSHIRE"	End of November.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Telephone No. 215 Sub. Ex. 10.

CANADIAN PACIFIC
OCEAN SERVICES
LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

in connection with the Canadian Pacific Railway

Hongkong to Vancouver 17 days. Hongkong to Montreal 22 days.
Hongkong to Chicago 21 days. Hongkong to New York 23 days.

"EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA"

16,850 tons gross register, quadruple screws, speed 21 knots.
Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONGKONG (subject to change) SAILINGS FROM MONROVIA

STEAMER	DATE	STEAMER	DATE
"EMPRESS OF ASIA"	30 Nov.	"EMPRESS OF ASIA"	15 Feb.
"EMPRESS OF RUSSIA"	28 Dec.	"EMPRESS OF RUSSIA"	15 Mar.
"EMPRESS OF JAPAN"	10 Jan.	"EMPRESS OF JAPAN"	28 Mar.
"MONTREAL"	8 Feb.	"MONTREAL"	14 Apr.

Sailing at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

"Montreal" calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and the United States, also to Pacific Coast European ports and West India.

For Particulars apply to the General Agent, Sailing Lists, etc., please apply to—

P. U. SUTHERLAND, General Agent, Passenger Dept., Hongkong

J. H. WALLACE, General Agent, Hongkong

P. & O. S. N. CO.
ROYAL MAIL SERVICE

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSILLAS	"MALTA"	1st Dec.	Connecting at Colombo with "Malta."
SHANGHAI, MOJI & KOBE	"NOVAHA"	8th Dec.	Direct Service.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSILLAS	"NANKIN"	15th Dec.	Direct Service.
SHANGHAI, MOJI, KOBE & SOMALI YOKOHAMA	"NANKIN"	17th Dec.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS AND FREIGHTS, apply to

P. U. SUTHERLAND, General Agent, Passenger Dept., Hongkong

J. H. WALLACE, General Agent, Hongkong

WEATHER REPORT.

On the 27th at 11.45.—No return from Japanese stations.

Pressure has increased over China, and is steadily in the north and slightly in the south. It is nearly stationary over the Philippines.

The depression now lies over the Eastern Visayas. It appears to be of only feeble intensity.

A strong anti-cyclone has formed over Chire, which will produce a strong monsoon along the east coast and over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since 1st January, 9.81 inches, against an average of 81.69 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT

Hongkong to Gap Rock ... N.W. strong; but at first, a very drizzling rain, but, becoming clearer.

Formosa Channel ... N.E. gale.

South Coast of China between the same as Hongkong and Kanton ... No. 1.

South Coast of China between the same as Hongkong and Hainan ... No. 1.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"MALTA."

Captain C. H. Cochran, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 1st Dec., 1916, taking Passengers and Cargo for the above Ports, in connection with the S.S. "MALTA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay per S.S. "NAGAYA," due in London about the 12th Jan. 1917.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

"BLUE FUNNEL" LINE.

NEW YORK SERVICE.

THE Steamship

"EURYMEDON"

is berthed to load for BOSTON AND NEW YORK sailing about 9th December.

For Rates of Freight apply to BUTTERFIELD & SWIRE, Agents.

OCEAN STEAMSHIP CO., LTD., CHINA MUTUAL S.N. CO., LTD. 1915

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"SHIBALA"

having arrived from the above Ports. Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Dec. will be subject to rent.

Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DAVID SARSON & Co., Ltd., Agents.

Hongkong, 25th November, 1916. 127

KONINKLIJKE PAKETVAART

MAATSCHAPPIJ

OF BATAVIA-JAVA.

NOTICE TO CONSIGNEES.

FROM BELAWAN, DELI, PENANG AND SINGAPORE.

THE Steamship

"JACOB"

having arrived from the above ports. Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by December 3rd will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on December 2nd, at 10 a.m.

Claims against the Steamer must be presented in

